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372 • June 2004
Easyriders
2004 V-TWIN CUSTOM BIKE AWARDS
Redneck Engineering's "Curves"
A WICKED CHOPPER
EASYRIDERS GUIDE TO AMAZING MIRRORS
Indian Larry's Discovery Channel Chopper Biker Build-Off Winner
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Summer Runs Guide
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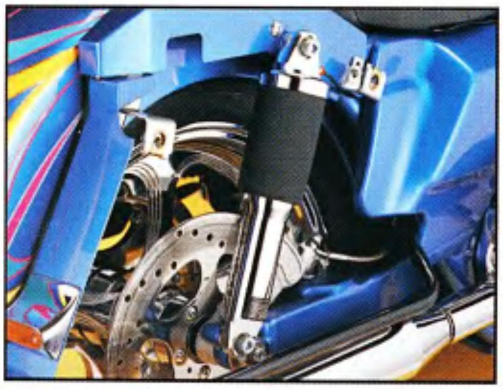

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Taking It Easy

Fresh from our "Sue till ya drop" file: A fine Philadelphia restaurant was ordered to pay her $113,500 after she slipped on a soft drink and **broke her tailbone.** The beverage was on the floor because she had thrown it at her boyfriend 30 seconds earlier during an argument.

And yet another hard-to-believe lawsuit. A woman successfully sued the owner of a nightclub in a neighboring city when she fell from the bathroom window to the floor and **knocked out her two front teeth.** This happened while she was trying to sneak through the window in the ladies room to avoid paying the $3.50 cover charge. She was awarded $12,000 and dental expenses..

A man was warned by his doctor that cigarettes were killing him so he took up nicotine gum in an attempt to quit—but unfortunately he **choked to death on the gum.** (Heh, heh. I like that one.)

In a surgical procedure at a hospital, doctors removed a small cell phone from the rectum of a man who claimed he'd **slipped and fallen on it in the shower** after the dog apparently had carried it in. Three times during the extraction, according to doctors, the telephone rang. "By the time we finished, we expected to find an answering machine in there," said one of the doctors.

In Germany an older couple out for a Sunday drive in a new car that used a **navigator computerized system** to guide drivers around via electronic maps ended up driving straight into a river when the luxury car's computer forgot to mention that they had to wait for the ferry.

In Lithuania police were looking for thieves who, in the middle of the night, disassembled 120 metal parking garages, **packed them up,** stole them, and then also took the cars parked inside of them. (Sounds like a helluva lot of work to me.)

A man who broke into a glue factory in Brazil, picked up several cans of glue, **stopped to sniff them,** and then passed out. He was found in the morning, inadvertently glued to the factory floor. (Heh, heh. I like that one too.)

This man and his wife decided to paint the interior of their house. She wanted the walls cream colored, he wanted them blue. They argued for some time until he became just plain angry. **So he got a kitchen knife** and suggested that his wife use it on him. Which she did. So now the walls are cream colored and he's dead.

At a convenience store in New Jersey a robber who tried to carry off a cash register but wrenched his back, filed a $5 m-i-l-l-i-o-n lawsuit alleging the store didn't have a posted sign to **warn customers** of the weight of its cash registers.

For 23 years (yes, years) a man has operated a business selling people "official" titles to land on the moon, Mars and Venus for about $20 an acre. Although other people are in the same business, this guy told a newspaper that he had earned $6.6 million during that period (an average of $270,000 a year). He says his idea was based on something he actually learned in school: that the **International Outer Space Treaty** of 1967 prohibited nations from owning celestial bodies but was silent about individual ownership. He said he wrote to the United Nations to explain his plan and asked if they had a problem with it. But no one wrote back.

This guy was trying to explain to a judge why he had child **pornography on his computer**—he had inadvertently downloaded the images while searching the Internet for asparagus recipes. (Sure.)

Another example of a somewhat bizarre art form. Two hunters on a remote mountain in northern Sweden came across an installation of **70 pairs of shoes** filled with butter. An artist was attributed as the probable creator in that he had put on a similar "exhibition" in the Tibetan mountains.

When police were called to the hospital after a man was admitted whose head had been split open by a brick, they expected foul play. But it turns out that he was just trying to see **how high he could throw a brick,** and since it was the middle of the night, he lost track of the brick's flight and couldn't get out of the way when it came down on his head. It seems he'd had a few beverages.

The chief of a remote Fiji mountain village agreed to **apologize for his ancestors** who killed and ate British missionary Thomas Baker in 1867 after Baker innocently pulled a comb out of the then-chief's hair. (Better late than never.)

At an amusement park a woman filed a lawsuit seeking $500,000 in damages. She said she had lost her memory on a roller coaster known as the **"Mind Eraser."**

Heard on a Southwest Airlines flight: "Ladies and gentlemen, **if you wish to smoke,** the smoking section on this airplane is on the wing and if you can light 'em, you can smoke 'em."

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 372 • JUNE 2004

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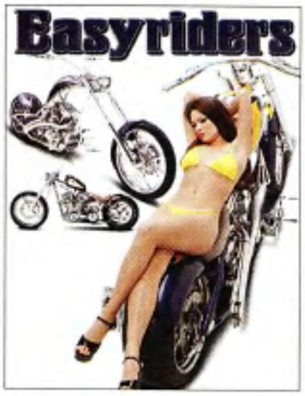

Indian Larry's Discovery bike by Michael Lichter. Redneck's Curves, Wicked Chopper and Avery by Aaron Stevenson. Imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale June 1st, 2004. **Printed in the USA.**

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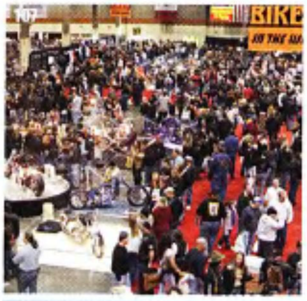

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Iraq/Syria Border

I had to go to the border checkpoint one more time before we leave tropical Iraq. I'm the oddball wearing black.

SFC Z
Out There

Pushbutton Shifting

In the March '04 issue, Rob Barker had a question regarding the possibility of a pushbutton shifter. There are currently two systems on the market that would probably be workable. One is from Adaptive Motorcycling LLC (P.O. Box 36, Stockholm, WI 54769, tel: 715-442-2069, e-mail: stump@cannon.net). Their system is called "Kliktronic." The other pushbutton shift is newer on the market from Pingel Enterprises Inc., 2072 11th Ave., Adams, WI 53910, tel: 888-474-6453 or 608-339-7999, fax: 608-339-9164.

Both systems use an electronically activated solenoid, two-button handlebar switch for up or down shifts, and both have optional momentary engine-kill systems. I believe the momentary engine kill would allow clutchless shifting. Pingel also offers model specific and universal shifter kits.

Just trying to help. Keeping in the wind on my 90 FXR.

Buck Snyder
Kirkland, Washington

Thanks for the info, Buck.

Real Titties vs. Big Frigging Tits

I was just going through my November issue and came across yet another knothead bitching about big implant tits. What the hell part of the world are these guys from? These guys bitch like women—flashing their tits is commonplace. Do women walk around showing their tits just to air them out? So they've been enhanced. The technology is in place to do that. Does it really matter? Big tits, little tits, enhanced tits—they're all good. Stop your bitching. When a woman shows her tits, I thank God I'm a man in this country. With so many women with beautiful tits, I only wish I had the time to see them all.

Dan Rodriguez
Shawnee, Kansas

You've got that right!

Who Gives A Damn?

To be cool or not to be cool—who gives a damn? When I'm on the highway, I ride with a helmet and use highway pegs to change my riding position. The helmet is my preference. Ever been hit by a bumblebee at 70 mph in the middle of the forehead? I have and it smarts, damned near knocked me out and swelled both eyes. And those semis stir up a lot of road debris—a helmet protects the face and the eyes.

In town and country cruisin' I don't wear a helmet. I may or may not have my boulevard shield on my bike, but I will always have goggles, dark for day and yellow for clouds and night. I admit that in town I don't use my highway pegs that much, since I have forward controls on all my bikes (I live in an area where the cage drivers take driving lessons by mail order). I want the quicker reaction time. We're out here to have fun, enjoy our bikes and other's bikes and promote riding in general.

I'm damn near 60 years old, been across the United States several times, up to Alaska, and down into inter-America on my bikes over the years.

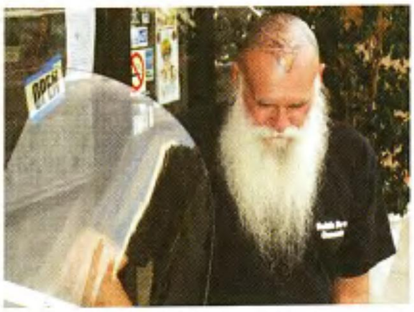
Hope I saw ya in Daytona for Bike Week.

Jerry D. Oswald
Out There

I think you did, Jerry.

An Avid Reader

I've been an avid reader of your magazine for years and thoroughly enjoy each issue. I especially enjoy the articles and photos sent in by the average "biker" like me and thought you might enjoy my photos too...



I acquired my bike in 2002, initially paying $10,200. But after several spills, it has wound up costing about $15,000. Like all avid riders though, none of those spills stopped me from riding. Each time I was recovering all I could think about was climbing back on, and your magazine helped me through my recoveries.

I also thought your readers might enjoy my new look. After a lot of thought, I decided last year to have my head tattooed. Needless to say, I'm always the center of attention. I live in a small rural town where people are a little shocked at times but always amazed. Their first question is, "Did it hurt?" And my response is always HELL YES. I think it's what the Santa Claus of today should look like, and instead of reindeer, he should be blistering the road on a bike.

I would like to thank you for all your help in my recoveries. And for your readers, I would like their opinion on my new look.

David J. Gaddy
Oneonta, Alabama

Pardon us, David, but there seems to be a dead bird on your head.

Please Explain

I've been wondering how just about all the custom cycle fabricators get away with selling motorcycles to the public that do not meet DOT and EPA requirements. When you buy a new Harley from a Harley dealership, the motorcycle is required by law to meet the government requirements in order for the dealer to sell it, but I see that is not the case with these small custom built setups—no signals, no mirrors, apehanger bars, loud non-EPA exhaust systems, etc. seem to be the norm. Is it that they produce bikes in such small quantities that they're not required to meet the regulations, or are they just taking their own chances by bending the laws?

I don't really care personally, as I'm not a lover of the law or Mr. Greenpeace, but here is my bitch—I drive a truck for a living and am pulled into weigh stations for DOT inspections and am cited for such infractions as an out bulb in a marker light. I'm just feeling things are out of balance when that's the case with me and my truck, but Johnny Bike Builder is making millions in his fabrication shop building and selling bikes that don't meet legal requirements.

I could understand if these things were modifications done by the bike owner after the purchase, but the fact is the builders are making them to customer specs before the bikes are actually sold. Do you think Ford or GM would custom build a car with no turn signals or mirrors and a rip-roaring flowmaster exhaust system for you? Of course not.

Please explain the deal on the bikes if you can. Thanks!

Mark
Buffalo, NewYork

You hit it right on the head, Mark. Custom builders build only a few custom bikes per year. They are not big enough for CARB, the EPA and DOT to come after them (yet). Each state has different laws regarding getting custom bikes registered and insured. To make life easier, there are custom shops that have acquired their manufacturer's license (such as Denver's Choppers, Big Bear Choppers, etc.) which allows them to sell bikes that can be registered and insured.

Wow

Wow, my photo is actually in your magazine (August '03 issue, Page 112).

I purchased my '01 Heritage Softail in Dec. '02, and Laughlin was my first run riding my own beast. I had no clue I was in the magazine until a friend of mine happened to come across the photo, and the excitement started all over again. Like the saying goes, if I have to explain, you wouldn't understand. Riding comes from the heart and soul, and thanks to Jodi A. Lee's passionate article, I couldn't have said it better myself. A special thanks to Mike Lichter for making my dream come true. I knew one day I would pose with my bike.

Always dream big and never limit yourself—live and ride like there's no tomorrow.

Maria Guevara
Salida, California

Our pleasure, Maria.

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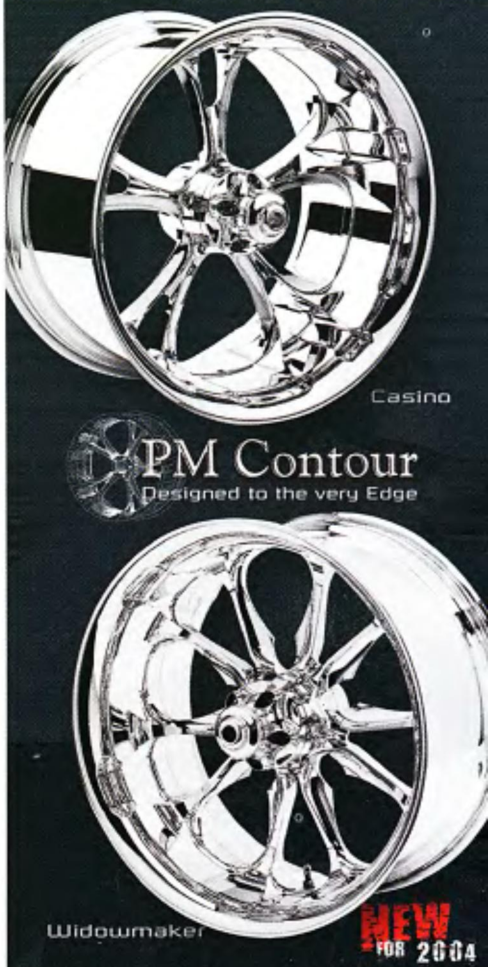
Form and FUNCTION UNITE!



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THE LATEST RAD RIDE FROM REDNECK ENGINEERING

CURVES

Located in Liberty, South Carolina, the good ol' boys at Redneck Engineering have fashioned what we'd have to call an *avant-garde* custom motorcycle. Now some may say fancy French words and Redneck may not exactly flow together, but our first impression, besides dropping our collective jaw when we caught sight of the "Curves" bike, was that it brought to mind an image from modern art, actually a piece of sculpture called *The Bird* created in 1940 by the Romanian artist Constantin Brancusi.

Now, *The Bird*'s got no wings, no feathers, no beak, but the polished bronze piece seems to fly standing still and flows with a special grace and elegance. It set the art world on its ear at the time of its creation. For our money that also describes Curves created by Vince Doll and the talented crew at Redneck Engineering.

It's interesting to note that the famous sculptor started out as a carpenter and stonemason, in other words, Brancusi built things. His "search for pure form" came up with his revolutionary works of art. Now some 60 years later Curves has captured that same "pure form" and has gone where no other custom bike has gone before. (When Vince showed the sketch of the bike to some of his buddies they actually said, hey, don't go there.)

Vince, not having heard of Brancusi, tells us that he owes the creation of Curves to a Ford transmission. Seems he was in Sturgis, South Dakota, when his truck gave up the ghost and so he was holed up in a motel for three days during which time he started playing with some ideas on his laptop computer. Then, after only four weeks of fabrication, Curves became a reality. It would go on to win the Metzeler Custom Bike Show at the Sturgis Journey Museum competition, taking top honors in the Unlimited Class against 66 other entries from the world's master bike builders. "This little $30,000 motorcycle plowed them under," laughs Vince. Since that show several museums have been vying to add it to their collection, but Vince says it's a keeper and it's staying home in Liberty.

You can actually buy a Curves bike in kit form, or if you're in a hurry to go, a complete turnkey model is available. Believe it or not, the price tag is $37,500 and that includes the same 145 horsepower Kendall Johnson-built S&S 124-cubic-inch motor powering up this feature bike.

You'll also find the same trick oil tank in the rear fender, a chromed frame with a 15-inch pavement-kissing seat height and a custom Brian Morgan paintjob. Asked how he could sell such a bike for that price, Vince replies, "Well, just say I'm not greedy and I still make a good profit." You could say it's an offer too good to refuse.

Redneck has customer orders in for another 40 Curve model bikes so there's a waiting line. (How good are these turnkey bikes? A customer bought one off the showroom floor, took it over to the Easyriders Charlotte Bike Show and rode home with a third-place trophy.)

Vince tells us that since this bike was "too pretty to ride" he's conjuring up something at the other end of the spectrum, a

bike he calls "Ugly" and one that will make a great counterpoint to the Curves bike. Says Vince, "I'm gonna take it and scuff it all down with Scotchbrite. It will be pretty ugly. I'll have it at Daytona. You can take it down the road. You'll like it. It's a cool hot rod."

It couldn't get any cooler than Curves, but Vince does have a way of upping the ante with each new "oneuvakind" bike. As for the Brancusi connection, Vince looked it up on the Web while we were speaking with him, and he said, "Well, that's something. The gas tank especially looks a lot like it." Check for yourself. Go to www.artchive.com and click on "Brancusi" then *The Bird* sculpture and you'll see what we mean.

And for more views of Redneck's wild assortment of custom bikes, kits and parts, log on to www.redneckengineering.com or call 864-843-3001. If Vince is not available ask for Redneck Engineering's prez Mike Marquart and if he's not available ask for Devon, Vince's grandson, who at 5 is already announcing he's going to run the place. *—Paul Garson*

Owner: .... Redneck Engineering
City: .... Liberty, South Carolina
Designer: .... Redneck Engineering

General
Fabrication:.. Redneck Engineering
Year and make: ...... 2003 Redneck Rocket
Model: .... Curves
Assembly:.................................. RE
Time: .... 4 weeks
Chroming: .... Chrome Masters

Engine
Year: 2003
Model: .... S&S
Rebuilder:............ Kendall Johnson Customs
Ignition: .... Headquarters
Displacement: .... 124 cu. in.
Lower end:.............................. S&S
Balancing: .... KJC
Pistons: .... S&S
Heads: .... ported
Cam: .... KJC
Lifters: .... S&S
Carb(s): .... Davinci
Air cleaner: .... RE V-Stack
Pipes: .... Wicked Bros.
Mufflers: .... none

Transmission
Year: .... 2003 Roadmax
Modifications: 6-speed
Shifting: .... foot

Painting
Painter: .... Brian Morgan/Brian's Custom Paint
Color/type: Orion silver and purple
Type: .... House of Kolor
Special paint: .... pinstriping by Charlie Tyre

Frame
Year: 2003
Builder: .... Redneck Engineering
Type: .... Curves
Rake:........................... 42 degrees
Stretch:......................... 6 out/4 up
Shocks: .... not yet
Modifications: .... chroming

Accessories
Bars:............................RE Tall Curve
Risers:............................... Integral
Handlebar controls: Billet Concept
Fenders: .... RWD/RE and DED/RE
Headlight: .... Headwinds
Taillight:.................... LED in fender
Speedo: .... no
Dash:.. no
Front pegs:............ Billet Concepts
Rear pegs: .... no
Electrics:...... Redneck Engineering
Gas tank: .... Redneck Engineering
Oil tank: .... RE (in rear fender)
Oil system:............................ S&S
Seat: .... RE/Addis
Sissybar: .... nope
Mirrors: .... nada
Grips: .... RE w/internal throttle

Forks
Type: .... Meanstreet
Extension: .... 10 over
Builder: .... Redneck Engineering
Special Features: .... 6-degree trees

Wheels

Front
Size: .... 21 inches
Wheel:...................................... Weld
Tire: .... Metzeler
Brake: .... HHI

Rear
Size: 18x 9.5
Wheel:...................................... Weld
Tire: .... 280 series Metzeler
Brake: .... HHI
Photographer: .. Aaron Stevenson

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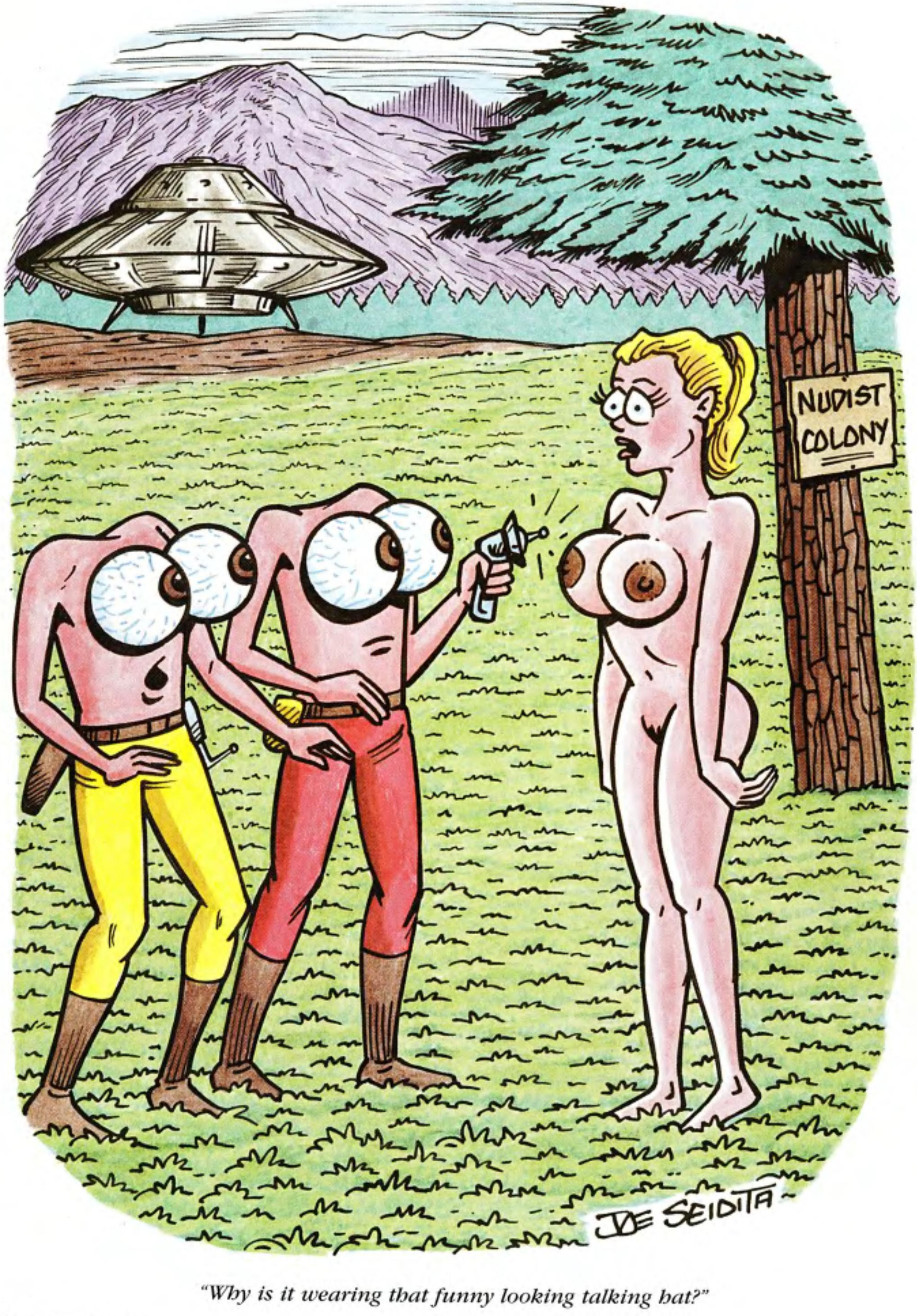
www.dkebay.com

This site auctions items that have been returned and may be scratched, dented or not in the original package. New products go on-line nearly every day.

EZ



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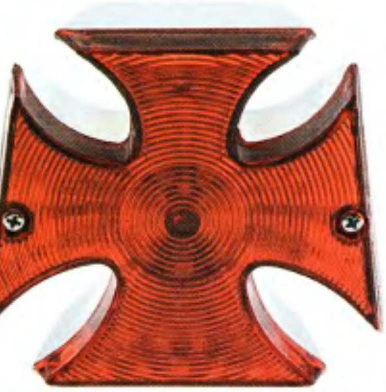


They'll stare at your taillight

J&P Cycles has the famous Maltese Cross taillight in their catalog once again. It's 4 inches tall and 4 1⁄8-inch wide and is 1 7⁄8-inch thick. A clear license window is also provided to light up your license plate. This universal design can be adapted to all models provided you do minor fabrication. Call J&P Cycles for more information on this and many other motorcycle products by calling 800-397-4844. You can also look them up on the Web at www.jpcycles.com.

The Mustang chopper gas tank

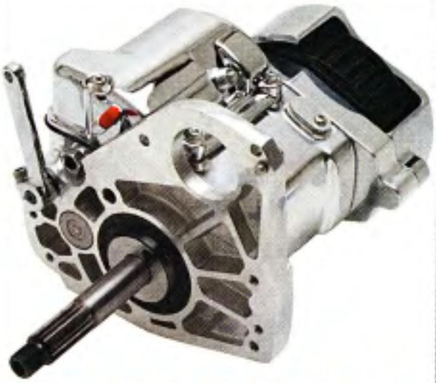
Paughco has recently reintroduced what may be one of the most popular chopper gas tanks of days gone by, the Mustang tank. Available in eight different sizes, the 2.2-gallon model shown here measures 16 inches in length, is 9 inches wide and 7 inches high. Integrated mounting tabs at the front and rear make for simple and clean installation to any chassis with a top tube, says Paughco. Pressure tested before shipping, the Paughco Mustang tanks can be ordered with one or two fill caps, and in capacities up to 3.4 gallons. Each tank is fit with accommodations for a pair of petcocks. You can even order a deep-tunnel, wide-body Mustang tank for that popular fatbob look. Paughco Mustang gas tanks for choppers retail starting at $120.

For complete details call 775-246-5738 or look Paughco up on the Web at www.paughco.com.

Things that go "boing"

If you're into old-school accessories to give your chopper or bobber that special touch, go no further than MrLucky Store.com. Mr. Lucky says you will find there an extensive assortment of classic custom bike parts from Jammer Cycle Products and even loads of really cool clothes too.

One of the many neat parts available from MrLuckyStore.com is this set of chromed "Hairpin" seat springs for solo seat applications. Lending that classic look, these cool springs are an alternative to the standard style coil springs found under most solo seats today. Each spring is sold individually—so make sure you order two—and retail for $14.95 each. Go to www.mrluckystore.com or call 800-597-6467 to order.



Get your 6-speed right-side-drive transmission from Rivera Engineering

Rivera Engineering now has a polished, 6-speed, right-side-drive transmission assembly for American V-twin applications (1214-0002). Each transmission comes with a chromed hydraulic clutch actuator end cover and includes a standard-width, 32-tooth final drive pulley. This close ratio transmission features a 2.94:1 first gear and a 0.086:1 overdrive 6th gear. Rivera says the transmission also has forged and back-cut gears to improve shifting performance.

If you order part number 1214-0005 you will get the 2-inch wide, 32-tooth RBL final drive pulley.

Go to www.riveraengineering.com for more information or to order, please call Rivera Engineering 562-907-2600.

Donnie Smith Signature Series girder forks are available from Custom Chrome

Designed by legendary bike builder Donnie Smith in the late '60s, this old-school-style girder front end has been updated by Custom Chrome. It features components that are made out of the latest high-strength steel and machined on modern CNC mills, then welded up on accurate jigs. The fork is fitted with a state-of-the-art Model 440 IAS shock from Progressive Suspension. All components are chrome plated and the fork accepts most bottom-mount headlights. The fork assembly includes single and dual brake hangers, fender mounts and an axle assembly. The fork is designed to mount a '84 through '99 narrow-glide-style 19- or 21-inch front wheel and stock or aftermarket brake calipers from '84 through '99.

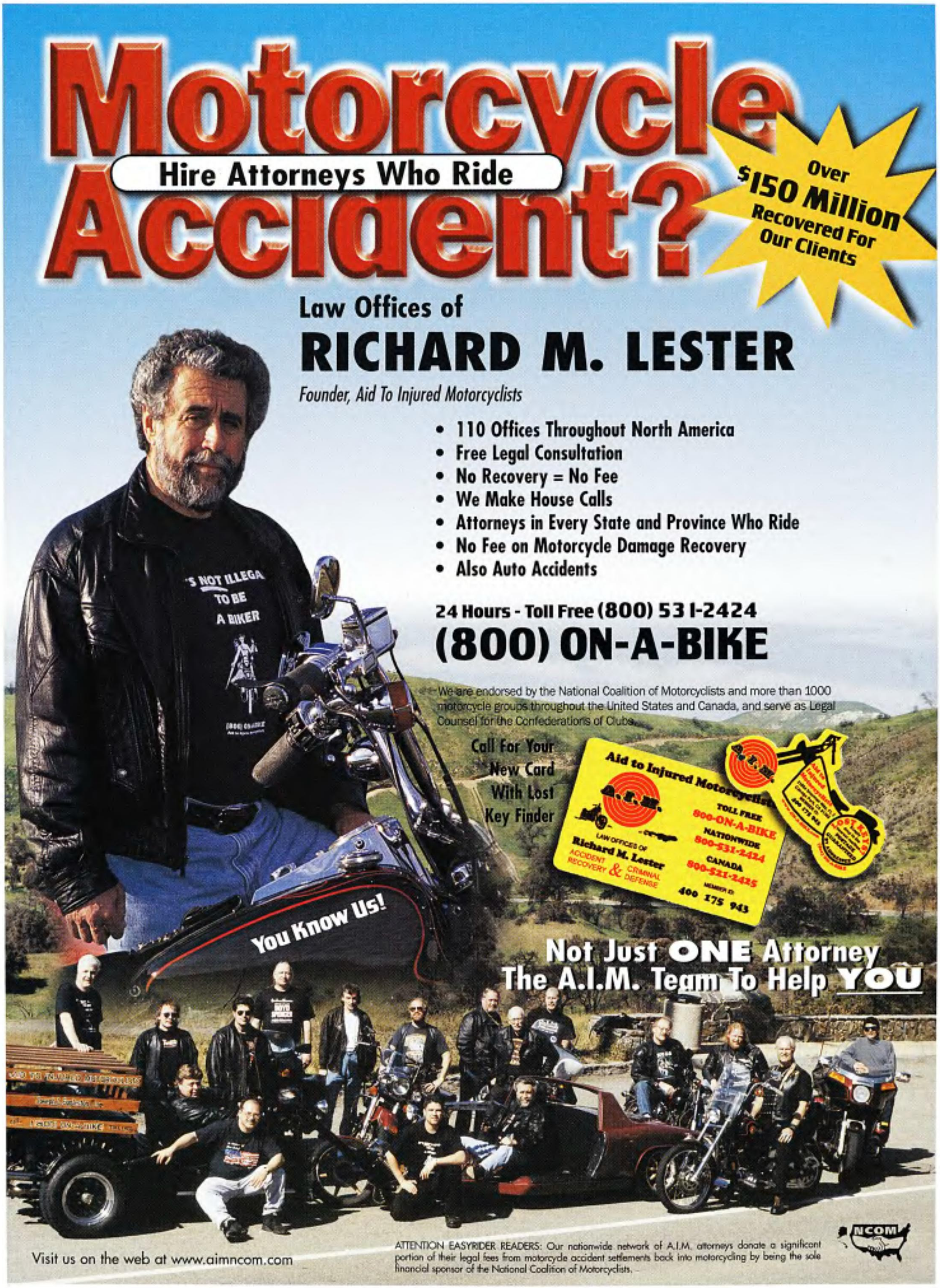
The fork is available in stock length, (27 inches), 3-, 6- and 9-inch over stock length. It fits big twin models from '49 through '99 and most aftermarket frames.

Call 800-729-3332 for the Custom Chrome dealer nearest you or visit: www.customchrome.com.

Hot licks!

The raised, 3-D decal flames have searing good looks that defy the limits of how good a decal can look. The peel-and-stick flames are designed for a permanent exterior application and detailed instructions for painting or clearing over them can be found at www.velocitystix.com.

The Crucible series flames are available as tank sets and other uses in silver metal-flake, fire opal metal-flake, black metal-flake, yellow to red fade, and shade-shifter. Crucible flames are distributed exclusively by Midwest Motorcycle Supply. Go to www.ultimaproducts.com for more information or see your Midwest Motorcycle Supply dealer.



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NCOM

Discovery Channel Winner!

"I can't take any credit for doing the right thing," Indian Larry says, talking about his on-stage hacksaw antics. Although this bike was judged the winner in The Discovery Channel's *Great Biker Build-Off* against Billy Lane, Indian Larry didn't see it that way. He and Billy cut the trophy into many tiny pieces and gave them out to the audience at the Sturgis Rally and Races.

"Who cares who wins?" he says. "It's about building bikes and going for a ride. People have lost track of that, too many people have forgotten what the brotherhood is all about. Billy is a good friend; we both did the best we could. He just happened to be chips down that particular day, other days it's me. That's all."

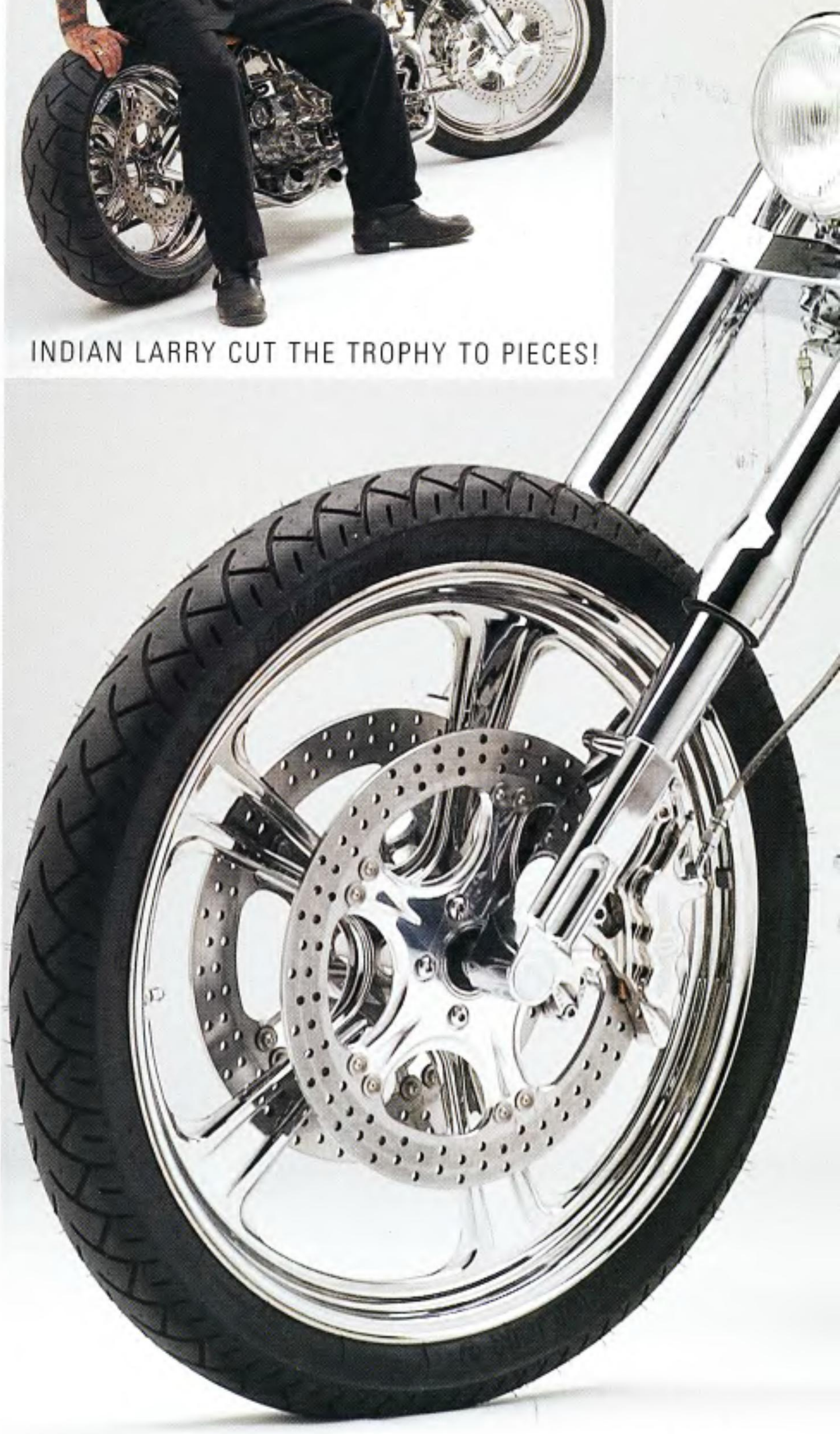
Brotherhood aside for the moment, Indian Larry's bike got the popular vote for a reason. This bike is the essence of everything cool. While Indian Larry might downplay the accolades, he's just being modest when he says, "It's just a motorcycle, but I guess we don't often see motorcycles anymore."

Originally from upstate New York, Indian Larry is true to the roots. His bikes are bare to the bone, stripped down and straightforward, and nothing's ever stretched, raked, or smoothed over. "And I don't need any of that," he says. "To me, that's all exaggeration, and I don't get it."

Larry compares that longer, lower, smoother building style to a bunch of guys laying their joints on a table against a measuring stick. "I realize where it all started," he says. "I was there. Back in the day we'd put a little extension into front ends to get some more ground clearance, and it made sense. But during the LSD days someone got the idea that if a little extension is good a lot has to be better, and that's the same sort of thing we're seeing now in this giant rear tire movement. I don't get it. That's not refining a chopper and making it better, that's just turning it into a cartoon."

While this bike's anything but a cartoon, a fair question might be, why the two different-style heads on the engine,

INDIAN LARRY CUT THE TROPHY TO PIECES!



NEW YORK CITY

one pan, one shovel? The answer comes fast. "It's just the best of everything," Indian Larry says. "In my mind the best of all Harley-Davidsons. You have a pan and you have a shovel."

A complicated setup to pull off, Indian Larry had designed this 2-in-1 motor a few years ago and this was the first chance he actually had to build one. He described what he had thought up to Barry at Accurate Engineering, along with some possible solutions to the problems, and that Alabama engine shop made it happen.

"Personally," Indian Larry goes on, "I think I've seen just about all of the generic Evo engines that I can handle. Bikes aren't about sheet metal sculpting for me, they're all about the engine. I'm into the mechanical side of motorcycles, and this engine is about as mechanical a deal as I could think up at this time. Plus, it's a nice tribute to Harley-Davidson."

The biggest problem in making the engine, half panhead and half shovelhead, came in equalizing the rocker arm ratios and the combustion chamber volumes, and matching the flow of the ports. "Just regular top-end stuff," as Indian Larry puts it.

But top-end, bottom-end, front or back, some serious thought went into this bike everywhere. "I think I have the best of everything currently available in the world on this one," Indian Larry says.

Cool as it looks, this bike is a runner, a totally functional two-wheeler able to cruise at triple-digit speeds all day long. There's a hefty-tube inverted-style Storz/Ceriani front end for ride and handling, there are Performance Machine wheels and brakes, that hybrid engine is all S&S and STD, there are roller rocker arms, there's a 6-speed Baker trans and there's a twin belt drive.

"I tried to use the best of everything," the builder reiterates. Those wheels, by the way, besides being dead true and "strong like bull," were picked because they reminded Indian Larry of the old Cragar mags from hot rodding circa 1960.

That old-style Paughco gas tank and the el cheapo Bates headlight are right in place and in time. "But honestly," Indian Larry says, "I generally like to use a little bigger tank, something around 4 gallons. But since this one was for the show we figured we'd better do something a little different. This tanks holds only 2 gallons, good for about 90 miles, and for me that's too soon to stop. At that distance you're just settling into the rhythm of the ride."

Limited distance or not, this bike is fun to ride, and with one of Paul Cox's "rigid air ride" seats it's comfortable, as well. This little airbag system under the tooled leather saddle, complete with a hidden compressor, mimics the action of an air seat in an over-the-road truck, smoothing things right out.

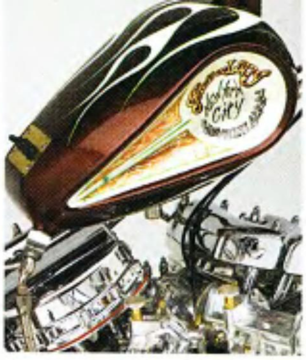
The whole assembly is pretty small. In fact, it's just about undetectable, taking up only about 3 inches under the seat. The small electric compressor, remotely mounted under the transmission, is out of the way, as well. While the frame holding all those good parts started off as a Diamond Chassis piece, from the seat post forward it's now all Indian Larry.

Amazingly, this bike was built in 20 days, "from no parts in the shop to being loaded in a trailer for the trip to St. Louis and the beginning of the Discovery Channel ride." Robert at Custom Auto Design, Indian Larry's "one-stop shopping" for the finishing touches, did the paint and all the graphics, and his work was barely dry as the hold-down straps were being cinched tight.

"People get sucked into looking at the mechanical-ness of all this," Indian Larry says, stating the obvious. "I have nothing against all those swoopy bikes," he goes on. "You just can't knock the craftsmanship. But I see it all the time at the shows. People walk down the aisles and their eyes glaze over at all the sameness they see—until they run across something like this. It will stop them in their tracks. They'll be mesmerized, almost like they're staring into the workings of a pocket watch, trying to decipher the workings of all those springs and gears."

Want to get back to the roots? Indian Larry Enterprises can point you in the right direction. Located in Brooklyn, New York, the phone is 718-609-9184. Check out the Web site, too. The address is www.Indianlarry.com.

—Joe Kress



Owner: ....Indian Larry
City: ....New York City

General

Designer:......................Indian Larry
Fabrication:..................Indian Larry Enterprises
Year/make:..........2003 Indian Larry Chopper
Model: ....pan/shovel
Assembly: Indian Larry Enterprises
Time: ....20 days
Chroming:................various platers

Engine

Year: ....2003 pan/shovel
Rebuilder: ....Accurate Engineering
Ignition:..................Morris magneto
Displacement:......103 cubic inches
Lower end: ....S&S
Balancing: ....Accurate Engineering
Pistons: ....forged
Heads:....................................STD
Cam: ....540 lift
Lifters: ....JIMS
Carb: ....twin S&S Super B
Air cleaner: ....stacks
Pipes: ....Indian Larry

Transmission

Year/make: ....2003 Baker 6-speed
Modifications: ......hydraulic control
Shifting: ....suicide

Painting

Painter: ....Robert Pradke, Custom Auto Design
Color:...............................root beer
Type:.............................metal-flake

Frame

Year/make:..........2003 Indian Larry
Type: ....custom rigid
Rake: ....30 degrees
Stretch: 1-inch
Shocks: ....none

Accessories

Handlebar: ....baby apes
Riser: ....Misumi Engineering
Handlebar controls:....Performance Machine
Fenders: ....Jesse James
Headlight: ....Bates
Taillight: ....Radiance Iron Cross
Pegs: ....stainless steel
Electrics: ..Indian Larry Enterprises
Gas tank: ....Paughco
Oil tank: ....Diamond
Oil system: ....aircraft
Seat: ....Paul Cox
Grips:................................Paul Cox

Front end

Type: ....inverted
Builder:..........Storz/Ceriani Wheels
Make: ....Performance Machine
Size: ......21-inch front/18-inch rear
Tires: ....Metzeler
Brakes: ....Performance Machine
Photos: ....Michael Lichter

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Happenings

ARIZONA
Run With The Wolf Motorcycle Rally
Date: Jun. 5-12
Place: Springerville Rodeo Grounds
Info: 520-333-2123
runwiththewolf.com

7 Card Stud Poker Run
Date: Jun. 5
Place: Branding Iron
Info: www.mma-az.org

ARKANSAS
TmHillbilly Bike Show
Date: Jun. 18-19
Place: Ozark
Info: 479-667-9690
www.route23mc.com

CALIFORNIA
Annual Redwood Run
Date: Jun. 11-13
Place: Piercy
Info: 707-247-3424
www.redwoodrun.com

Rip's B.A.D. Ride VII
Date: Jun. 13
Place: Orange
Info: 800-828-8293 ext7446
www.ripsbadride.com

COLORADO
Show Dance & BBQ
Date: Jun. 5
Place: Colorado Springs
Info: 719-633-5392 or pro-promotions.com

Ride the Range
Date: Jun. 13
Place: Aurora
Info: 303-695-1882
www.adv4children.org

Salida Fib Ark Parade
Date: Jun. 19
Place: ABATE Dist11
Info: 719-395-0360

Benefit Party Grand Opening
Date: Jun. 19
Place: Woodland Park
Info: 719-487-8005

CONNECTICUT
Brian A. Aselton Memorial Run
Date: Jun. 6
Place: East Hartford
Info: 860-594-6247
www.BrianAselton.org

Annual Reason To Ride
Date: Jun. 13
Place: Jewette City
Info: 860-564-0038

FLORIDA
River City M/C Expo
Date: Jun. 18-20
Place: Jacksonville
Info: 904-234-5224 or rivercityexpo.com

GEORGIA
Albany Bike Days
Date: Jun. 4-6
Place: U.S. 19 Dragway
Info: 229-446-0078 or hogwildmotorcycles.com

Ride for Kids
Date: Jun. 6
Place: Atlanta
Info: 800-253-6530 or www.ride4kids.org

Southern Rock Bikefest June Jam
Date: Jun. 10-13
Place: Milledgeville
Info: 478-453-7057
southernrockbikefest.com

IDAHO
ABATE Spring Opener
Date: Jun. 6
Place: Cataldo
www.abate-nid.org

ILLINOIS
HogRock River Rally
Date: Jun. 3-6
Place: Cave-In-Rock
Info: 866-HOGROCK
www.hogrock.com

PKD Benefit Ride and M/C Show
Date: Jun. 5
Place: Olney
Info: 618-392-0055

M/C Swap & Show
Date: Jun. 6
Place: Woodstock
Info: 630-985-2097
walneckswap.com

State HOG Rally
Date: Jun. 11-13
Place: Collinsville
Info: 708-448-6581
ilstatehogrally.com

INDIANA
State HOG Rally
Date: Jun. 11-13
Place: Kokomo
Info: 765-622-0249
ilststehogrally.com

USCA National Sidecar Rally
Date: Jun. 24-27
Place: Bean Blossom
Info: 317-247-1851
www.sidecar.com

IOWA
Sturgis on the River
Date: Jun. 17-19
Place: Centennial Bridge, Davenport
Info: 309-799-SHOW
sturgisontheriver.com

Awesome Harley Nights
Date: Jun. 18-19
Place: Sioux City
Info: 712-224-2759
awesomeharleynights.com

KANSAS
Deadend Rally
Date: Jun. 3-6
Place: Peru
Info: 620-330-2715

State HOG Rally
Date: Jun. 11-13
Place: Salina
Info: 877-574-6404
ksstatehogrally.com

Annual Birthday Bash
Date: Jun. 12
Place: Wichita
Info: 316-267-6677
www.bikersedge.net

Poker Run and Dance
Date: Jun. 19
Place: Phillipsburg
Info: 785-543-7193

KENTUCKY
Bluegrass Bike Fest
Date: Jun. 4-6
Place: Louisville
bluegrassbikefest.com

State HOG Rally
Date: Jun. 17-19
Place: Bardstown
Info: www.kystate hogrally.com

Sam Swope Road Rally & Poker Run
Date: Jun. 27
Place: Louisville
Info: 502-773-4232
samswoperally.com

MAINE
'50s Dance
Date: Jun. 4
Place: York
Info: www.ubm-usa.org

Higgins Mem Island Run
Date: Jun. 5
Place: Hancock
Info: Joe 207-288-5171

Scavenger Hunt
Date: Jun. 12
Place: UBM Waldo
Info: Gary 207-323-1925

County Bike Show
Date: Jun. 13
Place: UBM Androscoggin
Info: Dave 207-783-7202

Spring Fling Ride
Date: Jun. 19
Place: UBM, Cumberland
Info: Bill 207-767-1800

MARYLAND
1st Relay for Life Rally
Date: Jun. 5
Info: Place: Easton
410-820-2978

MASSACHUSETTS
Ride For Molly Bish
Date: Jun. 27
Place: East Brookfield
Info: 508-867-5660
www.mollybish.org

MICHIGAN
Chick Mystery Run
Date: Jun. 5
Place: Grand Rapids
Info: 616-364-6121

Vintage M/C Show
Date: Jun. 13
Place: Hickory Corners
269-671-5089 ext. 13
GilmoreCarMuseum.org

Sandy Corley Memorial Run
Date: Jun. 19-20
Place: Fremont
Info: 231-924-3020
www.sandysharley-davidson.com

MINNESOTA
Freedom Riders Annual Blowout
Date: Jun. 18-19
Place: Mt. Lake
Info: 507-831-5504

March of Dimes Ride
Date: Jun. 19
Place: Zylstra Harley-Davidson, Elk River
Info: 763-241-2000
www.zylstrahd.com

Minn. State HOG Rally
Date: Jun. 25-27
Place: Rice County Fairgrounds, Faribault
Info: 507-271-9972
mnstatehogrally.com

MISSISSIPPI
Highway 61 Blues Festival
Date: Jun. 12-13
Place: Leland
Info: 662-686-7616
highway61blues.com

MISSOURI
Annual Boss Hoss Rally
Date: Jun. 9-13
Place: Osage Beach
Info: 901-763-4677
www.bosshoss country.com

NEBRASKA
Annual Brady Bash
Date: Jun. 5
Place: Brady
Info: 308-987-2805
www.bradybash.com

Annual ABATE Spring Bash
Date: Jun. 11-13
Place: DuBois
Info: 402-274-3960

NEVADA
Elko Motorcycle Jamboree
Date: Jun. 18-20
Place: Elko
Info: 775-744-4570
www.elkomotorcycle jamboree.com

NEW HAMPSHIRE
Weirs Drive-In Show and Swap Meet
Date: Jun. 10-20
Place: Laconia
Info: 603-366 2399
www.weirsbeach.net /bikeweek.html

81st Laconia Bike Week
Date: Jun. 12-20
Place: Weirs Beach
Info: 603-366-2000
laconiamcweek.com

NEW JERSEY
John Rinaldi Bike Run
Date: Jun. 13
Place: Carlstadt
Info: 201-507-5656
waterfrontcafe.net

NEW YORK
Harley Happening
Date: Jun. 4-6
Place: Gowanda
Info: 716-532-6103
hollywoodtheater.org

Americade
Date: Jun. 7-12
Place: Lake George
Info: 518-798-7888
www.tourexpo.com

NORTH CAROLINA
State HOG Rally
Date: Jun. 10-12
Place: Wilmington
Info: 910-822-2742
ncstatehogrally.com

Shriner's Poker Run
Date: Jun. 12
Place: Elizabeth City
Info: 252-771-3234

NORTH DAKOTA
ABATE Biker Party
Date: Jun. 10-13
Place: Menoken Grove
Info: 701-223-5609
www.abatend.com

OHIO
Rendezvous Run
Date: Jun. 6
Place: Bedford Heights
Info: 330-469-6954
geocities.co/abatezero

State HOG Rally
Date: Jun. 10-13
Place: Sandusky
ohstatehogrally.com

Slow Joe's Bike Show
Date: Jun. 18
Place: New Lexington
Info: 740-342-3885

OKLAHOMA
Masonic Charity Ride 3
Date: Jun. 19
Place: Blanchard
Info: 405-613-4213

ABATE Poker Run
Date: Jun. 19
Place: El Reno
Info: 405-577-9301

OREGON
ABATE SE Poker Run
Date: Jun. 5
Place: Portland
Info: 503-760-9015

Gay '90s Parade
Date: Jun. 5
Place: ABATE Coos Bay
Info: 541-759-2388

Hub City Poker Run
Date: Jun. 5
Place: Albany
Info: 541-451-3940

ABATE Roll and Ride
Date: Jun. 13
Place: Hillsboro
Info: 503-646-2060

Iron Horse Rodeo
Date: Jun. 18-20
Place: Lake Selmac
Info: 541-479-1331
rogueweb.com/ironhorse

Angie's Run
Date: Jun. 19
Place: Portland Area
Info: 503-282-4604

PENNSYLVANIA

God Bless America XIII
Date: Jun. 6
Place: Greencastle to VA Hosp. Martinsburg
Info: 717-328-9238

M/C Miracle Tour
Date: Jun. 6
Place: Danville
Info: 800-322-5437
geisinger.org/cmn

Hillclimb/ Bike Show
Date: Jun. 13
Place: Freemansburg
Info: 610-258-3208
bikehillclimb.com

SOUTH DAKOTA

State HOG Rally
Date: Jun. 18-20
Place: Rapid City
Info: www.sdstate-hograly.com

TENNESSEE

State HOG Rally
Date: Jun. 3-5
Place: Chattanooga
tnstatehogrally.com

Bikers for the Hungry
Date: Jun. 13
Place: Knoxville
Info: 865-521-0000
www.secondharvest knox.org

Junebug Boogie Rally
Date: Jun. 18 - 20
Place: Cookeville
Info: 931-498-2250
Junebugboogie.com

Lynchburg M/C Rally
Date: Jun. 18-20
Place: Wiseman Park
Info: 931-759-5544
Lynchburgsaloon.com

TEXAS

Republic of Texas Bike Rally
Date: Jun. 3-6
Place: Austin
Info: 972-866-8363
www.rotrally.com

East Texas Rally For TX MC Rights Assoc
Date: Jun. 18-20
Place: Sawmill Town, Newton
Info: 936-269-3394; 409-379-3815

VIRGINIA

Ride For Kids
Date: Jun. 6
Place: Richmond
Info: 800-253-6530

South Central Bike Fair
Date: Jun. 12
Place: Chase City
Info: www.south centralbikefair.com

WASHINGTON

Salmon Bay Eagles Charity Poker Run
Date: Jun. 12
Place: Salmon Bay Eagles, Seattle
Info: 206-783-7791

WASHINGTON D.C.

Rolling Thunder 17
Date: May 30
Place: Vietnam Vets Mememorial
Info: 908-369-5439
rollingthunder1.com

WISCONSIN

Annual Poker Run
Date: Jun. 6
Place: Caledonia
womeninthewind -milwaukee.org

Good Times In The Pines Benefit Ride
Date: Jun. 11
Place: St. Germain Community Park
Info: 715-453-5651
www.northern lightshd.com

Thunder Run
Date: Jun. 19
Place: Oktoberfest Fair Grounds, La Crosse
Info: 612-863-5500
www.thunderrun.org

Annual Cancer Research Ride
Date: Jun. 19
Place: Oshkosh
Info: 920-582-7895
www.simpsontaxi-dermy.com/CancerResearchRide.htm

WYOMING

Chick's Run
Date: Jun. 18-20
Place: Casper to Sheridan
www.chicksrun.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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#46-130 Universal $6.95 ea.
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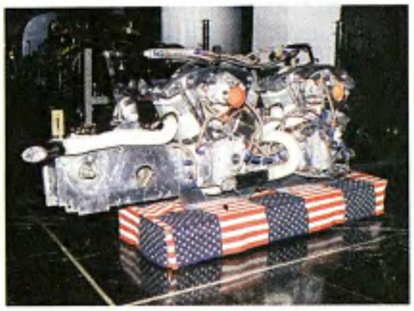
Milestone Marker

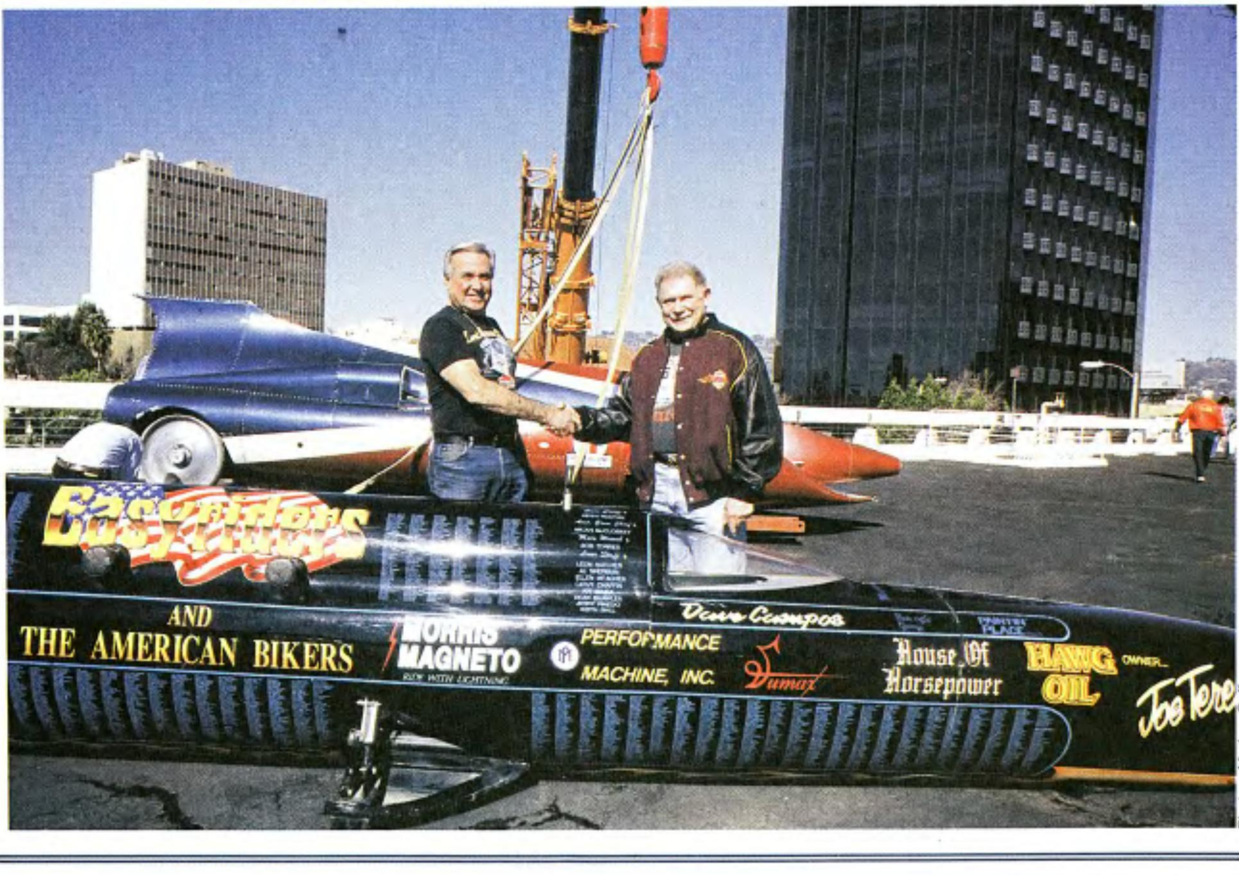
EASYRIDERS STREAMLINER IN THE PETERSEN MUSEUM

Is it a UFO or just the world's biggest dildo? Nope, that's the world-famous Easyriders Streamliner hanging from a crane, on its way inside the Petersen Automotive Museum in Los Angeles. The Easyriders Streamliner is the world's fastest motorcycle (322.150 mph) and part of the Petersen's current exhibit on man's need for speed. The new exhibit features the absolute fastest cars and motorcycles in existence.

The Easyriders Streamliner's pilot, Dave Campos along with crew member Mil Blair, were on hand for the opening of the "Speed" display and to meet other speed demons of legend. Interestingly, the Easyriders Streamliner broke the speed record over 10 years ago and that record still stands.

The World's Fastest exhibit will be open through June. *—Phantom*





Photos: Markus Cuff

Coast to Coast

Biker News

SENATE APPROVES TRANSPORTATION PACKAGE, AWAITS HOUSE ACTION: Despite the threat of President Bush's first veto, the U.S. Senate voted 76-21 on February 12, 2004, to pass S1072, a six-year $318 billion bill to fund highway, mass transit and safety programs.

The Senate rejected, by 56-42, an amendment to the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFE-TEA) that would have required states to enact primary enforcement seat belt laws or forfeit federal highway funds. The Senate measure also does not include bike safety objectives proposed by Senator Lisa Murkowski of Alaska, though similar pro-motorcycle language will hopefully be amended into a version of the bill now making its way through the House of Representatives.

Once passed by the House, both versions of the bill will go to a conference committee to iron out any discrepancies between the two, and a final bill will be submitted to President Bush for his signature or veto. Bush has indicated that he would veto the legislation if costs exceeded $300 billion, and the White House has proposed an alternative $256 billion reauthorization package.

ROW, ROW, ROW: Even before the tragic death of motorcyclist Randy Scott at the hands of lead-footed Congressman Bill Janklow, many states began pushing for stricter sentencing guidelines for drivers convicted of felonious acts resulting in the death or severe injury of a motorcyclist or pedestrian. Known as right-of-way laws (ROW), motorcyclists' rights organizations are sponsoring such legislation across the country to put offenders behind bars and get the public to pay more attention to riders on the roadways.

A great idea surfaced in North Carolina, where Concerned Bikers Association (CBA) Legislative Director Sam Nobles is putting together a unique lobbying tool—a leather riding vest made solely of "In Memory Of" patches to help make a statement about their ROW bill when he testifies before the state legislature.

"This year when our Legislature takes up the Right of Way bill, they will get to see for themselves what their failure to

pass the bill has cost us," said "Cotton" Tedder, CBA president and member of the National Coalition of Motorcyclists (NCOM) board of directors.

"I want it covered with names as a tribute to all of the brothers and sisters we have lost," explains Nobles. "I've still got a lot of leather left to cover, so if you have a memory patch that you would like included, please send it in. They don't need to have died on their bike, and do not even have to be from North Carolina. The vest is symbolic—the names are to show just how many of us have been lost. It will make a dramatic statement to all the legislators who see it."

And the CBA is willing to share their memorial vest with those in other states who are lobbying for increased penalties against right-of-way violators.

"This is a way to have your lost brothers and sisters remembered one more time, in a setting where they can indirectly contribute to our cause," Nobles said.

If you have a patch to donate, please drop it in an envelope and mail it to Sam Nobles at P.O. Box 411, Chadbourn, NC 28431. The patches cannot be returned, but will make a lasting impression on legislators nationwide and may help enact laws to make us all safer on the road.

RIDING ABREAST: Only a handful of states prohibit motorcyclists from riding two abreast, but in Wyoming it's even illegal for two motorcycles to stop side by side for a traffic light. That's why State Representative Wayne H. Johnson of Cheyenne has introduced HB0024 at the request of ABATE of Wyoming to allow "no more than two (2) motorcycles to be operated abreast in a single lane by consent of each operator."

In addition to removing statutory restrictions on lane sharing, HB0024 would also require a motorcyclist passing another biker in the same traffic lane to first match the speed of the bike that is being overtaken.

FEELIN' BLUE?: South Dakota has just recently joined a short list of states that allow motorcyclists to use what are called "Blue Dot" taillights, so called because a small, blue plastic lens insert creates a purplish hue when the brake light is actuated. Riders argue that the aftermarket lighting device enhances safety through increased visibility.

The new law allows that "A motorcycle may display a blue light of up to 1-inch diameter as part of the motorcycle's rear brake light." It passed the House by a vote of 69-1 on January 31 and the Senate 34-1 on February 9. Governor Michael Rounds signed HB1151 into law on February 13, joining the states of Minnesota, Nevada and Washington with similar laws on the books. Most states only allow blue lights on the rear of road maintenance and emergency vehicles.

Pennsylvania is pursuing such legislation through the introduction of HB2133, by Representative Kerry A. Benninghoff of Bellefonte, which reads; "Auxiliary lighting may be added to a motorcycle to protect the driver, including blue dot illumination, standard bulb running lights and various colors of valve stem caps, light-emitting diode (LED) pods and strips, light wire, neon tubes and strobe lights."

WEIRD NEWS: SUSPICIOUS JACKET SPARKS ALARM: As the United States raised its terrorism threat level to orange alert, the second-highest of five color-coded levels of alert, a female passenger was removed from a Paris-to-Cincinnati flight just before take off from France because of suspicious wires poking out of her leather motorcycle jacket.

As it turned out, the jacket was designed to heat up like an electric blanket to keep the wearer warm while riding, said security officials, who later determined the woman was not a security threat.

However, as a precaution, Delta Flight 43 was kept about a mile away from the terminal at Cincinnati/Northern Kentucky International Airport after it landed in a secured cargo area used for Air Force One during presidential visits, and U.S. officials re-screened passengers and baggage.

—Bill Bish, NCOM

Entertainment News

Easyriders Radio presents *American Cycle Talk*

With all the interest in everything related to custom bikes these days, you could probably hear, read, or see something about cool scoots from now until the end of the year without any interruptions. If you have a biker itch that needs to be scratched, there's a new way to whet your need for speed. Just spin your Internet browser to Internet talk radio.

The premier Internet talk radio program for bikers is presented by none other than Easyriders Radio: *American Cycle Talk,* which is live from 3 p.m. to 4 p.m. Pacific time each Monday afternoon. It can be heard online at www.americancycletalk.com.

Each week the movers and shakers of the motorcycle industry mix it up with the voice of motorcycling, New York Myke. He's the owner of San Diego Harley-Davidson and the California state director of ABATE.

Recent guests have included Billy Lane, Jeane Davidson, Indian Larry, Paul Yaffe, Arlen Ness, Sonny Barger, Goth Girl, Donnie Smith, and Dave Perewitz.

When you're reading *Easyriders* magazine and want to find out more about your favorite master bike builders, check out Easyriders Radio. Many of the articles and profiles in the magazine are paralleled in the Internet radio show. Want to hear from the Fox Hunt girl or find out Billy Lane's deepest, darkest secret? Then check out the site!

We sat down with New York Myke to get his views on his motorcycle radio show and what's happening in the two-wheeled marketplace.

Easyriders: How long have you been hosting Easyriders Radio's *American Cycle Talk*?

NyMyke: I've been hosting it a little over two years. I got started [in the talk-radio field] in 1992 by being interviewed about helmet laws. After a while I was invited to fill in for a few of the local nationally syndicated talk show hosts while they were on vacation.

Easyriders: Who are some of the most memorable interviews?

NyMyke: Brett Smith of S&S is a great guy with an understanding of the issues facing manufacturers. Arlen Ness is committed to the biker lifestyle and it comes across in the interviews. Bob Kay of American IronHorse is cool. Ted Sands from Performance Machine is the kind of guy you would enjoy having a beer and hanging out with.

Each interview is on the archives at www.americancycletalk.com

Easyriders: So who listens to Easyriders Radio?

CONTINUED ON NEXT PAGE

Stores that carry what you need

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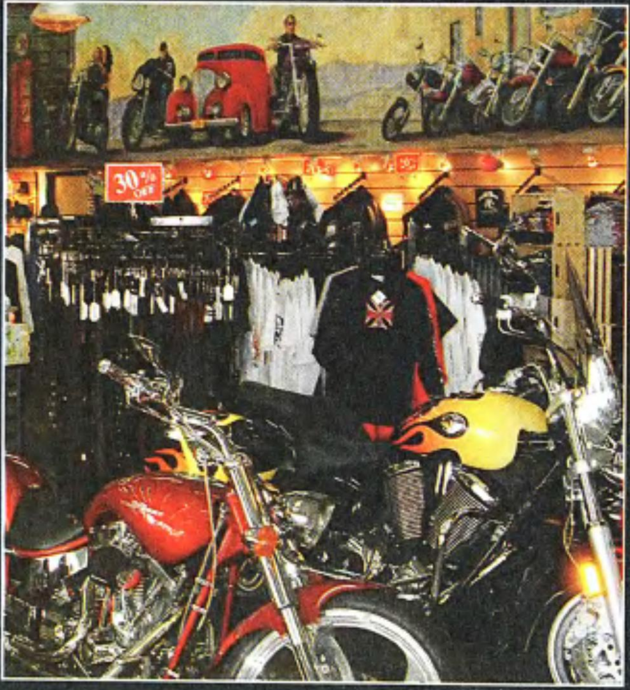
Featured Store – Rio Grande Big Dog Motorcycles



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American Cycle Talk CONTINUED

NyMyke: One percenters to the weekend warriors. Tuning into the show is like being a fly on the wall listening to Billy Lane, Goth Girl, Indian Larry, and a host of the guys and gals that make up the culture of the American V-twin.

Easyriders: You do a lot of charity work both personally and professionally. What have you been up to recently?

NyMyke: We work with organizations and provide a motorcycle for a raffle or fundraiser. Then everything that is left after the cost of the bike goes to the nonprofit.

Some recent personal projects include the Governor's Bike. All 50 governors signed a Harley-Davidson Anniversary Road Glide. We have shown it at Sturgis, Daytona, and Milwaukee. The proceeds go to the kids of the Astronauts who died in the Columbia Space Shuttle and the education of future astronauts.

We also gave away a V-Rod to active military personnel at San Diego Harley-Davidson on Veteran's Day last year. I did it to support the military so they aren't treated like I was when I returned from Vietnam.

Easyriders: At times you bring a political slant to the show. Why is politics so important to you?

NyMyke: Politicians control legal behavior—they constrain the envelope in which we are allowed to live. In order to live a free lifestyle and remain free each one of us has to keep an eye on the politicians. Freedom spurs me to activism. We focus on politics for a full hour following the *American Cycle Talk* show in *Street Talk*.

Easyriders: Where do you see Easyriders Radio and Internet radio going?

NyMyke: Easyriders Radio, online at www.americancycletalk.com, enhances the American motorcycle-riding experience. The show supports American bikers, the lifestyle, sheds light on the industry and what threatens us. Internet radio has a bright future. Studies have indicated that up to 50% of the riding community is on the Internet.

At americancycletalk.com you can listen while you work during a live show or listen to the archives anytime. It's for bikers by bikers.

—Jeff Najar

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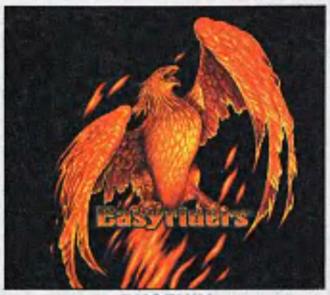

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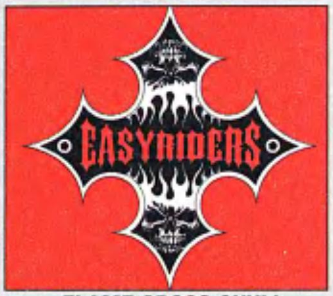

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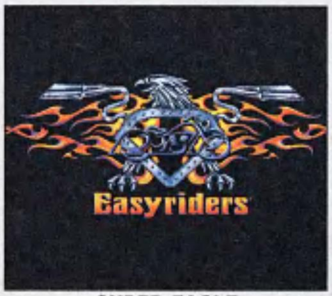

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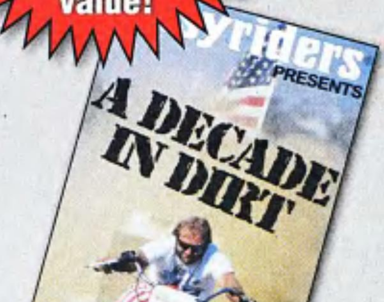

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Hot News From Daytona 2004

Hubless Chopper from Amen.

Dave Nichols (fourth from left) accepts for Dave Mann along with other inductees at the Hall of Fame.

Smith "Gibson".

Ness "Gibson".

The Teutels signing autographs. Which one is the real Paul Sr.?

Custom Bike Rock Stars

If you wanted to rub elbows with the rock stars of the custom bike world all you had to do was saunter down Main Street until you hit Bruce Rossmeyer's famous The Wreck bar and restaurant and then cross the street. A Biker World of today's hottest builders were on hand to sign autographs, take pictures with your kids and so forth. We're talking about all the guys you've seen on The Discovery Channel. Paul Teutel Sr. and Junior were on hand from Orange County Choppers (*American Choppers* is the highest rated show on The Discovery Channel) and the line to get an autograph reached around the block. Billy Lane and Indian Larry were holding court, kissing babies and signing breasts.

You could also find Big Bear Choppers and check out their wild new Merc Chopper Kit, visit West Coast Choppers, minus Jesse, unfortunately.

Weld Racing Master Builder Series Wheels

The latest from Weld Racing are its cool custom wheels designed by master bike builders Eddie Trotta, Kendall Johnson, Kim Suter, Matt Hotch and Vince Doll of Redneck Engineering. Now your bike can ride on these wild new designs by icons of the custom world. Wanna win a free set of the cool custom wheels? Log onto www.v-twin.com for details.

Gibson Guitar's Three Kings of Custom Motorcycles

Gibson Custom, Art & Historic Division has joined forces with three of the world's top custom bike builders/designers to create a unique trio of guitars. Arlen Ness, Dave Perewitz and Donnie Smith have brought the excitement and creative flair of their famous motorcycle designs to a series of limited edition Gibson Custom guitars, which were unveiled during Bike Week at the Plaza Resort and Spa.

The VIP Press Reception was held at The Plaza Club just prior to the Lynyrd Skynyrd live concert, another legendary Gibson-endorsed musical group that rocks the world. In case you were wondering, Arlen, Dave and Donnie are NOT starting their own rock band called the Howling Hamsters. That's just a rumor. Honest. Besides, you don't want to hear Donnie sing. Trust me.

Biker World

Wait until next year! Bruce Rossmeyer, owner of Daytona Harley-Davidson is moving his act out of town. Yep, he's creating an entire Biker World out past The Broken Spoke and Iron Horse Saloon that will include hotel rooms, camping, food, drink, vendors, and a bunch more. This will be a whole new destination to ride to during the Rally that is far away from the Main Street madness.

Amen Hubless Chopper

How the hell do they do that? The folks at Amen aren't telling but this Flash Gordon sled actually runs down the road! Visitors to Beach Street could check this weird wonder out at Eurocomponents. You never know what Mike and the boys at Amen are gonna do next, that's for sure.

Screamin' Eagle Pro-Series

Now Harley-Davidson has separated its line of Screamin' Eagle performance parts into two categories, one for real, on-the-track racing (the Pro-Series), and one for the average guy who wants to add a few ponies to his Harley. It's all part of H-D's commitment to racing, which includes active participation in NHRA racing, AMA flat track, and AHDRA drags. The Motor Company is also working with JIMS to come out with a 6-speed tranny for your bike. Stay tuned!

Motorcycle Hall of Fame Inducts David Mann

The National Motorcycle Museum and Hall of Fame in Anamosa, Iowa, inducted our own David Mann into the Hall of Fame during Bike Week. While David's health prevented him from attending, I was proud to accept and say a few words for David. Ron Segal of Segal Fine Art will present a signed print of the famous David Mann Daytona painting for display in the Museum. —*Dave Nichols*

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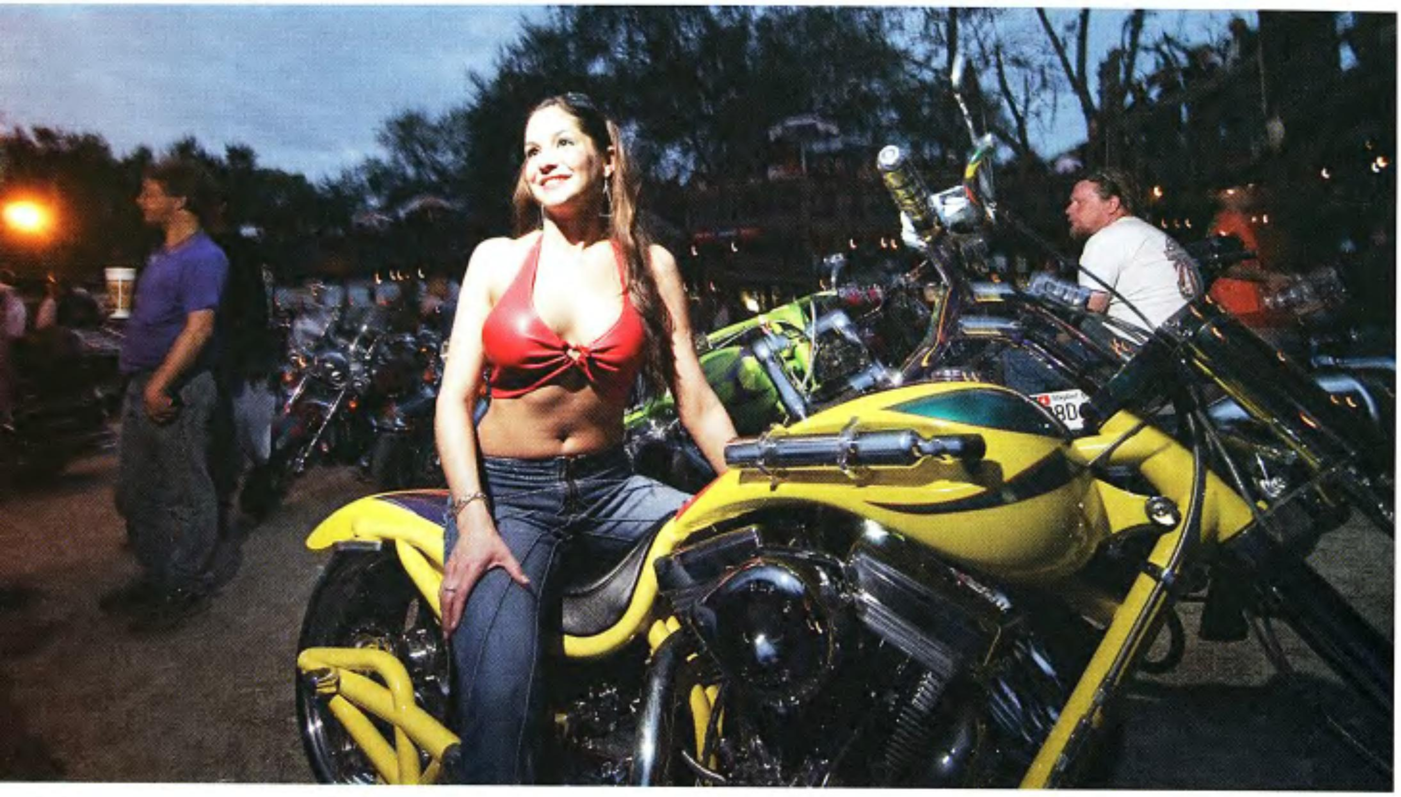
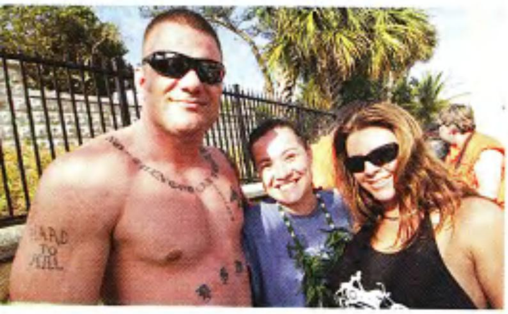


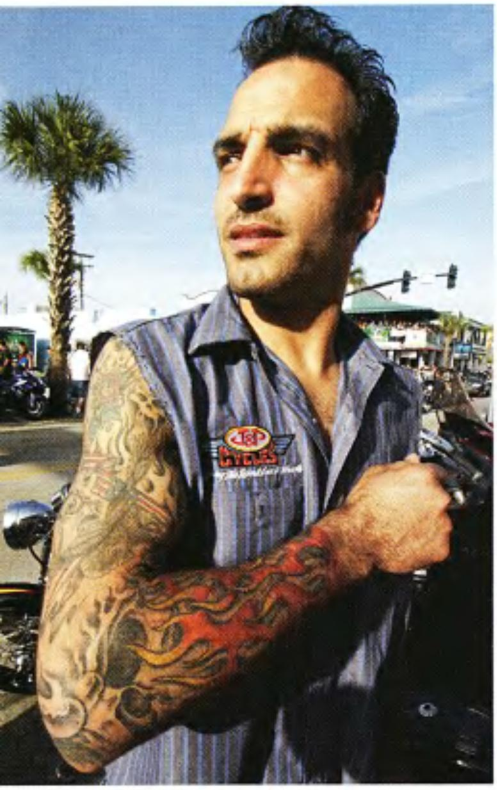
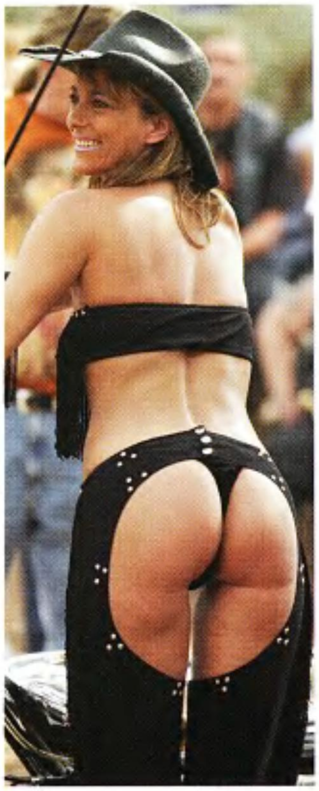


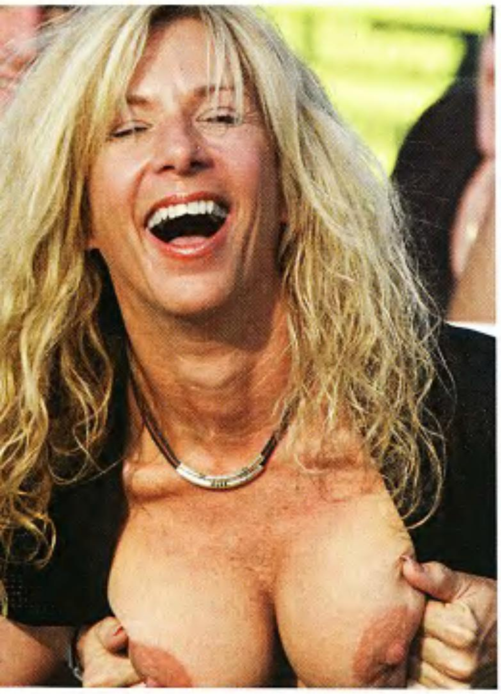
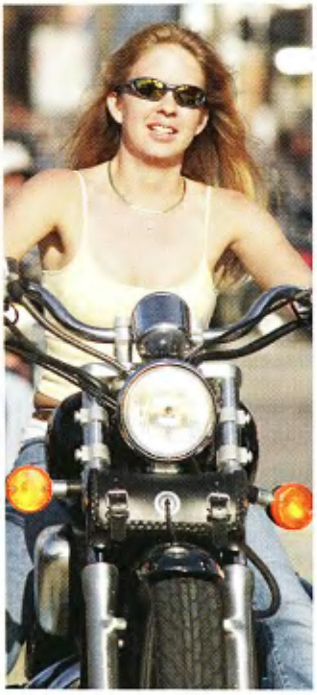
63RD DAYTONA BIKE WEEK — TOO HOT TO HANDLE

DAYTONA 2004

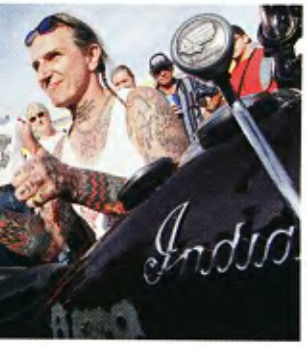
Man, you couldn't beat Daytona this year. Perfect riding weather and not a hint of rain sure made up for last year's monsoon. Spirits were high and we were high on spirits (some of us, anyway) and the road was calling. For those that answered that call Bike Week was a glorious week of fun in the sun.

From Orlando to the Keys, Floridians opened up their hearts and let over 300,000

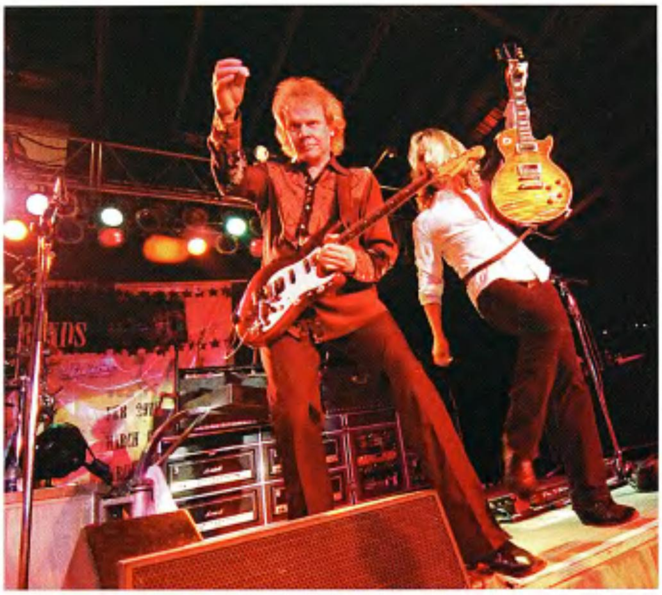



Broken Spoke
Saloon



Miller Lite



bikers ride on in. Naturally, the local cops made sure we felt right at home, too (read between the lines). But all the people I talked to said this was the best Bike Week in recent memory and we agree. Main Street was as packed as ever as riders tried to make their way from Atlantic down to the Main Street bridge to see the rock stars of the two-wheeled world set up across from The Wreck restaurant and bar. You guessed it, I'm talking about The Discovery Zone, a two-block area that housed legendary builders such as Jesse James, Billy Lane, Indian Larry, the Teutels and more.

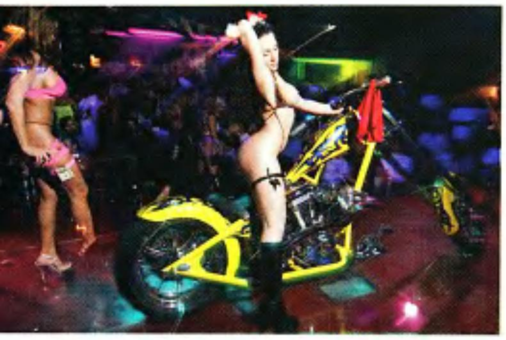
Beach Street offered an aftermarket world of motorcycle goodies, starting with Eurocomponents, who were showing off Amen's latest hubless chopper (that's right, no hub front or back!). The folks at Von Dutch are coming out with some cool retro-rides and Carl's Speed Shop was an air-conditioned motorcycle mall of wonders. Shuffling down to the Easyriders Pavilion, they were showcasing builders like Arlen Ness, Jim Nasi, Cyril Huze, Ron Simms, LA Choppers, Dave Perewitz and all the too cool aftermarket companies like Performance Machine, Hallcraft, Legends Suspension, Xtreme Machine, Redneck Engineering and dozens more. Across the street, the Teresi Dyno Drag Truck was kickin' butt and you could check out the latest from Big Dog, Drag Specialties, Titan, Carolina Custom Wheels, and more.

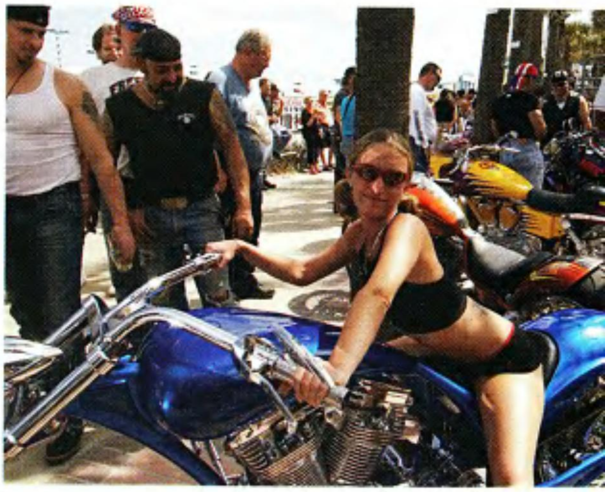
From the Broken Spoke and Iron Horse Saloon to Crabby Joes on the pier and JB's Fish Camp, bikers were partyin' down and enjoying the gorgeous riding. We're talkin' big smiles all around. Over at the Ocean Center, Harley-Davidson showed off their wares including a cool futuristic V-Rod by Wyatt Fuller and also held a ride-in bike show. While the Rat's Hole Show over at the Peabody Auditorium was fun, our pick for the best bike shows were the Boardwalk Show on the beach on Friday and the killer ride-in chopper show sponsored by *The Horse*, down at The Last Resort. If all the glitz and glamour of Daytona got you down, The Last Resort was a great place to escape to. Al runs the place the old-school way and Jap bikes still hang from trees to prove it.

Two highlights of Bike Week were the Hall of Fame Breakfast on Wednesday down at the Indigo Lakes Golf Club and the *Era Of Motorcycling* exhibit over at the Museum of Arts & Sciences. The National Motorcycle Museum and Hall of Fame inducted our own beloved motorcycle artist David Mann in the Promotion category. See a complete list of inductees in our "Hot News" section (Page 42). The *Era Of Motorcycling* exhibit featured 80 unique antique and custom bikes as well as the photography of Michael Lichter. This first-time exhibit was a must see.

The V-Twin Biker's Ball allowed core riders to ride their bikes on the world-famous Daytona Speedway, ride to a behind-the-scenes tour of the Kennedy Space Center, while raising over $250,000 for the Boys and Girls Club of Broward County (see details on Page 66).

There was also a fair share of shenanigans going on over at a little strip club called Lollipops, which features over 100 nasty naked women. This is a great place to see famous bike builders get really shit-faced. Speaking of, Daytona's "zero tolerance" law concerning drinking and driving was in full force and more than a few bikers spent a little time enjoying the special hospitality offered at the plush Daytona jail.





All in all, Bike Week was a full goose blast. Go back and take a closer look at Mike Lichter's incredible photography in these pages and you'll know what we mean. Special thanks to Mike and his assistant, Steve Temple, Carrie Rep and Jennifer Harris of the Boys and Girls Club. We also tip our caps to Indian Larry, Paul Cox, Chica and Johnny Chop for adding a little thrill to this already thrilling ride. *—Phantom Dave*

Photos: Michael Lichter

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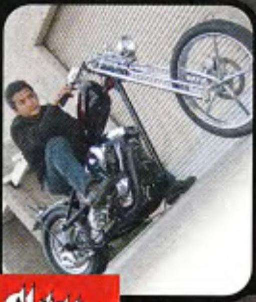

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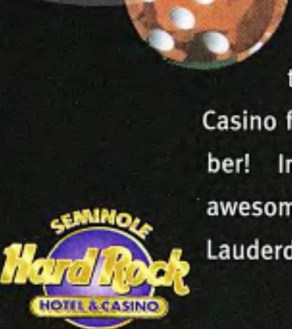

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2004 Daytona Boardwalk Classic Bike Show Winners

Best Of Show

1. Jerry Graves	Boynton Beach, FL	2004 Graves Custom
2. J.C.	Fairfield, NJ	1995 Harley-Davidson Custom
3. Eric Devondorf	Miami, FL	2003 Custom Hardtail

Top Overall Custom

1. Warren Jones	Tuscaloosa, AL	2004 Ghostrider
2. New York Myke	San Diego, CA	2003 V-Rod
3. Scott Hayes	Poplar Bluff, MO	2004 Ballews Custom

Judge's Trophy

1. Mad Creations	Holly Hill, FL	2003 Outlaw
2. Mad Creations	Holly Hill, FL	2001 Reaper
3. Nina Graves	Boynton Beach, FL	2003 Graves Softail

People's Choice

1. Anliker Veli	Switzerland	Redgold Dream
2. John Triplett	Taylorsville, KY	2004 Twin Cam Custom
3. Jeff Cafone	Lavalette, NJ	5 hp Custom Mini Chopper

Evo/V-Twin

1. Big Jerry	Phoenix, AZ	Phoenix Choppers Special Construction
2. Rich Pollack	Chicago, IL	1997 Softail Chopper
3. Brian Gifford	Pompano Beach, FL	2003 Chopper Bagger

Radical Evo

1. Roger/ Dragon Motorcycles	Miramar, FL	2004 Dragon
2. Andy McCaslin	New Carlisle, OH	2004 Twin Cam
3. Denise Fischer	Boynton Beach, FL	2004 Graves Custom

Shovelhead

1. Kenny Lee Pitts	Hebron, IN	1976 FLH
2. Ral Knowlton	Donalds, SC	1972 XL Harley
3. Tim Exton	Garfield Heights, OH	1972 FLH

Panhead

1. Michael & Jessica Thompson	Hot Springs, AR	1965 Harley-Davidson
2. Kenny's Chopper Shop	Downer's Grove, IL	2004 Bad Moon
3. Ron Gebo	Palmer, MS	1969 Special Construction

Sportster

1. Patrick Patterson	Dayton, OH	1994 Sportster
2. Rooster Tiffin	Palm Coast, FL	1996 Sportster
3. James Robey	Annendale, VA	1997 Sportster

Radical Sportster

1. Ice Man	Ft. Wayne, IN	1973 Sportster
2. Wayne Smozanek	Jupiter, FL	1991 Sportster
3. Patrick Peterson	Dayton, OH	1991 Sportster

Radical Softail

1. Scott Hall	Melbourne, FL	2001 Fat Boy Custom
2. Scott Hall	Melbourne, FL	1999 Springer Custom
3. Michael Cupelli	Staten Island, NY	2000 FLSTC

Performance

1. Mike Kloehn	Las Vegas, NV	2004 "Hulk" Widowmaker
2. Scott Dolan	Clayton, NC	2001 Yamaha Road Star
3. Gregory Stutes	Winston-Salem, NC	2004 Hardcore

Best Paint

1. Mike Dufour	Boynton Beach, FL	2004 Graves Custom
2. Troy	Boynton Beach, FL	2004 Dragon (Baseball Theme)
3. Andrew Hanbury	Loxahatchee, FL	2004 Softail Custom

Hybrid

1. Jim Barry	Ft. Lauderdale, FL	2004 Shadow Slayer
2. Jim Labrutto	Spencerport, NY	2004 CCC Helix
3. Jim Davis'	Columbus, OH	2004 Skunxworx

Vintage

1. Bob Fabian	Montana	1941 Harley-Davidson
2. Danny Loos	Miamitown, OH	Old School Chopper
3. Tim Smith	Sorrento, FL	1948 Indian Chief

Chopper

1. Stu Fischer	Boynton Beach, FL	2004 Graves Custom
2. TNT Choppers	Pompano Beach, FL	2004 Rigid Rebel
3. VooDoo Customs	Austin, TX	2001 Custom Softail

Trike

1. Gene Bateman	Bridgeport, NE	1997 Batman Theme
2. Santiago Choppers	Gibsonton, FL	Intimidator Trike
3. Ron R. Blint	Ft. Madison, IA	1979 VW Trike

Foreign

1. Garrett Britt	Wilmington, NC	2004 Yamaha Road Star
2. Tim Passett	Estero, FL	1999 Yamaha V-Star
3. Ed Ryan	Cocoa, FL	1967 Triumph

Radical Foreign

1. Andy Byerly	Lexington, NC	2000 Yamaha Road Star
2. Santiago Choppers	Gibsonton, FL	2003 Bobber
3. Scott Dolan	Clayton, NC	2001 Yamaha Road Star

Rat

1. Bigfoot Huddleston	Port Orange, FL	1974 Homemade
2. Mike McConnell	Belvidere, IL	1941 Ford 3-Wheeler
3. Jack Gardner	Wyoming, MI	1973 Honda Rat

Head Judges/Trophy Girls

Sandra Always	Long Island, NY
Debora Huesner	Deltona, FL

Promotors

Dino Paspalakis	Daytona Beach, FL
Bill Chaffin	Daytona Beach, FL

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Bill Chaffin	Daytona Beach, FL

For more information, please call Bill Chaffin at 386-253-3713 or 386-295-2201 or Dino Paspalakis at 386-253-0254.

Universal Law states quite clearly that no custom bike is ever "done." As builder or buyer, we all know this fact and there's no escaping it, but Kevin Koeppe knows this to be true almost by default. His '88 Sporty, pictured here, is currently on its third build with a history of more cosmetic and mechanical overhauls than Cher. Chances for a fourth iteration are somewhat on hold though, as Kevin is actually too busy riding the bike in between working on his next several projects and maintaining his day job as a carpenter.

It all started when Kevin got his hands on the bike at 19 years of age. The bike began as a project and after two previous builds, it is now proudly roaring about in the form you see here. The first mod of course, was to the engine, then a stock 883. One big bore kit later, the avalanche had begun with the help of Kev's dad, Bill. Now, armed with a machine shop, everything was possible. For starters, Kevin had always been keen on round oil tanks. This in mind, Bill took the idea and ran with it, fabbing the round oil tank from two fire extinguisher bottles, adding a section in the middle for a battery box. Pretty cool idea, really.

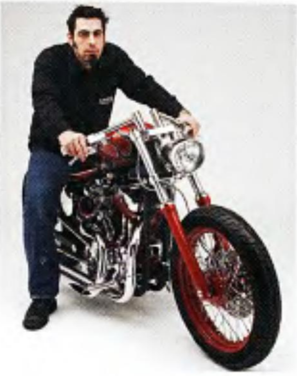
STRICTLY BULLETPROOF

KEVIN KOEPPE AND HIS ELABORATE HOBBY

As wide rubber tires became more and more popular, and since Sportys were stuck with the short end of the stick in this area, Kevin and Bill modified the rear section of the frame by D-sectioning the tubes on the inside to clear a wider tire. With a completely custom-made engine sprocket that Bill carved from a slab of steel, they had the offset needed to clear the 16-x-4-inch rim and 150 tire.

The rest of the mods and custom parts are numerous. Things like the handlebars with internal throttle specially made B&T air shocks, raked trees, and so forth. As for the paint, Kevin was inspired by one of his favorite hot rods called the Time Machine, and seeking that old-school look, enlisted the help of Pat Patterson, owner of Led Sled Customs who shot the traditional hot rod scheme and Mike Mayabb who did the striping.

Kevin's only regret was that we couldn't squeeze in a picture of the bike in its present day form. Evidently its become seasoned by some pretty serious riding and now has that special "character" we often attribute to scars, scrapes and road grime. In the meantime, Kevin and Bill are off on the next project or three, so keep a look out for more of their handiwork right here. —*Wordman*



Owner: .... Kevin Koeppe
City: .... Dayton, Ohio
Designer: .... Kevin Koeppe

General
Fabrication: .... Bill & Kevin Koeppe
Year: 1988
Model: .... Sportster 1200
Assembly: ...... Bill & Kevin Koeppe
Time: ....1 year
Chroming: .... Metalbrite

Engine
Year: 1988
Model: .... 1200 XL
Rebuilder: .... Phil Boerger
Ignition: .... Dyna
Displacement: ...... 1200cc (74 cid)
Balancing: .... Harley-Davidson
Pistons: .... Wiseco
Heads: .... Rick Whittridge
Cam: .... Andrews
Lifters: .... factory
Carb: .... Mikuni
Air cleaner: ....Hot Rod
Pipes: ....Basani

Transmission
Year: 1988
Shifting: .... foot

Painting
Painter: .... Pat Patterson & Mike Mayabb
Color: .... black/red flames
Type: .... PPG

Frame
Year: 1988
Builder: .... Harley-Davidson
Type: XL
Rake: .... 36 degrees
Stretch: .... none
Shocks: .... B&T
Other modifications: .... widened rear end

Accessories
Bars: .... Bill Koeppe
Handlebar controls: .... BDL
Fender(s): .... WCC/Koeppe
Headlight: .... Perewitz
Taillight: .... Choppers Inc.
Speedo: .... none
Pegs: .... Bill Koeppe
Electrics: .... Bill Koeppe
Gas tank: .... Bill Koeppe
Oil Tank: .... Bill Koeppe
Oil system: .... stock
Primary cover: .... stock
Seat: .... Keowee seat cover
Mirrors: .... none
Grips: ....swap meet specials

Forks
Type: .... shaved stock
Extension: .... 3 inches under
Builder: .... Harley-Davidson

Wheels
Size: .... 19-inch front/ 16-x-4-inch rear
Hub: .. H-D front/Weld Racing rear
Tires: .... Dunlop
Brakes: .... HHI
Photos: .... Michael Lichter

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Talking Tech

OIL, OIL EVERYWHERE

I bought my first Harley in December. It is a 1989 Softail with a stock engine that has 34,000 miles on it. It ran very well until February, when I heard a knock. I couldn't tell where it was coming from and took it to two shops. One said it was piston slap and not to worry about it. The other said it was a rod knock and that my engine needed a complete rebuild at a cost of $2,500 or he could replace the engine with a new one from Harley for more money.

I kept riding while I was trying to decide what to do and one day it started pouring oil out of the crankcase from what I think is the breather hose. Needless to say it is now parked.

What happened and how do I fix this? My brother works on cars and has tools. He will let me use his garage and help as much as he can. I want to fix as cheap as I can so I can get back on the road soon. I only make minimum wage but I have two jobs.

George Guida
Stroudsburg, Pennsylvania

The knock you heard was probably a lifter failing. HD lifters ride on rollers that revolve around an axle on needle bearings. If the inner surface of the roller wears past a certain point, it creates enough room for the bearings to slip out and fall into the bottom of the cam compartment. If you're lucky, they stay there. If not, they go into the oil pump. It sounds like your luck is like mine, and a bearing trashed the return side of your pump.

Buy a shop manual for your '89 from a Harley dealer, then put a pan under the bike to catch oil. Following the manual to the letter, remove the cam cover, pushrods, and lifters and guides. Tilt the bike to the right to get the oil out of the cam compartment. Then, drain the oil tank, tag the oil lines so you'll know which one goes where, disconnect them at the oil pump, and remove the pump according to the manual.

Get rid of the needle bearings that I think you'll find in the bottom of the cam compartment, scrub out the cam compartment with a small brass parts brush, and clean the crankcase oil passages with solvent and pipe cleaners. You'll want to replace the cam bearing too, although you'll have to come up with the right tool to remove it. Finish off the crankcase with more solvent and compressed air, and be sure to wear safety glasses.

Dismantle and clean the oil pump and replace any parts that aren't perfect. If the body is damaged, you may as well buy a complete replacement pump from Custom Chrome, JIMS, or S&S. Get some replacement lifters and gaskets from the same source. You may or may not need a new cam.

Before you put everything back together, remove the oil tank, give it a thorough cleaning at a high-pressure car wash, and then blow it dry with compressed air. You should also replace the oil lines.

Put everything back together according to the manual. Be careful not to spring the lock ring that secures the oil pump drive gear to the shaft inside the cam compartment, be sure to connect the oil lines correctly, and prime the pump by removing the check ball and filling the pump with oil through the check ball cavity as you turn the engine over.

The lifters will clatter until they fill with oil and build pressure, but should settle down in a few minutes.

MAGNETO MAXIMUS

I am building myself a kickstart alternator shovelhead in a rigid frame. I want to use a magneto and battery eliminator, but the engine is a 98-inch stroker and most of the people I've talked to say that is too much motor for kickstarting with a magneto.

What is your opinion? Is there a magneto you recommend?

Mike Boske
Tehachapi, California

You want a Morris M5. It's based on the old Fairbanks Morse magneto that has been around since the beginning of time. The M5 makes plenty of fire, but the best part is a spring-driven auto retard that makes kickstarting a breeze.

You didn't say what compression or cam you had. The Morris will deliver a good spark regardless, but if you find that kicking the motor over is a problem, just get a cam that closes the intake valve three or four degrees later than the one you have now. The right combination of cam and compression will be critical to you for good starting and performance.

Check out Morris on their Web site www.morrismagneto.com or call them at 973-540-9171.

I haven't used one of their mags in years, but Joe Hunt may have something for you too. Hunt is at www.hunt-magnetos.com or 916-635-5387.

STRETCHED TOO FAR

I finished my project bike with a 100-inch RevTech motor and transmission. It runs good but I only got 1,000 miles out of the rear chain before it was stretched too far for the adjusters to compensate for. It is a Tsubaki and I have always heard they are pretty good. Why is mine shot already?

Jim Aldridge
Tarzana, California

Your wheel and tranny sprockets are out of alignment. Take the chain and primary drive off and be sure the engine and transmission sprockets line up within 0.015 inches of each other. Then put a straight edge along the transmission and wheel sprockets and check them. Wheel sprocket spacers are available from most of the parts distributors.

When you adjust the chain, be sure to move each adjuster the same amount, and keep the wheel square in the frame.

Chain maintenance is important, especially with non-O-ring chains. With a cold chain, you should have about 5/8-inch vertical movement as measured along the bottom run, halfway between the two sprockets.

Wipe the chain clean periodically, and lubricate it according to the chain manufacturer's instructions. Non-O-ring chains require a good penetrating lube like Tri-Flow. With O-ring chains, preventing rust is certainly the name of the game.

—Dr. Mudflap

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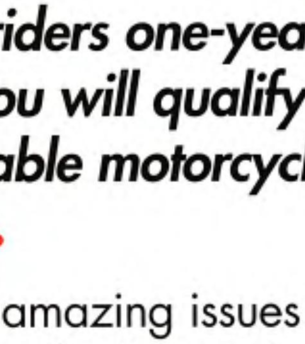

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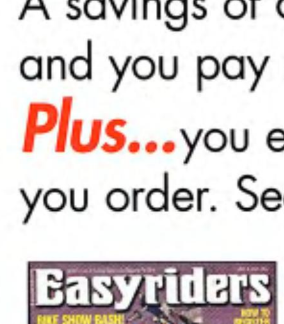

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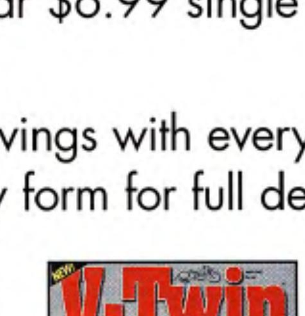

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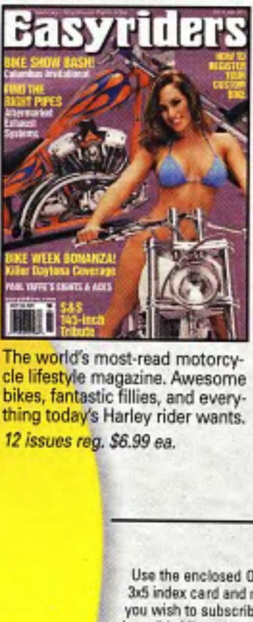

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Strong Enough For A Man, But Built By A Woman!

BY TANYA DOYLE

I am surrounded by testosterone six days a week. My husband, Rick Doyle, and I, Tanya, own a bike shop called The Hog Farm Inc. in Hamersville, Ohio. We specialize in custom-built bike kits from Custom Chrome, Big Bear Choppers, Midwest Motorcycle Supply, Bikers Choice and others. We sell the kits for people to either build themselves or we build it for them. Strangely enough, we never had a single woman come into the shop to build a kit herself, not a single inquiry.

Last winter I told my husband I wanted to see how hard…or how easy it was to build a kit from scratch. I picked out the Nemesis bike kit from CCI complete with 100-cubic-inch RevTech motor and polished, 5-speed transmission and 180 series rear tire.

After checking the parts list and removing the swingarm bearings, I sent out the frame for powdercoating. Once I got it back, I assembled the triple trees, pressed in the neck cups, put the risers and handle bars on, put the swingarm and shocks onto the frame, placed the wheels on the front end and rear swingarm and had a rolling chassis on the lift; I started the crank.

At 5 foot 4 and 112 pounds, the only help I got during the whole build was lifting the engine into the frame. After aligning the primary to the transmission and motor, which came already assembled from CCI, I realized I was only two days into building. I had also prefitted the bare sheet metal and sent it off for painting. I chose a blue-metallic base and three-color contemporary flame job. I didn't like the black oil lines so I measured and cut my own braided stainless steel oil lines and routed them as the instructions said that came with the motor paper work.

Two things were a bit difficult: the inner primary/starter installation and the wiring of the bike, but the manual that came with the kit and the Wire Plus manual made it a lot easier. Wiring was tedious and having a pre-made main harness to lay down the backbone of the frame made for a good start, but a good set of crimps, soldering gun and heat shrink made for a nice finished job.

About eight days into this I was ready for cables, exhaust, testing the electrics, mirrors, gauge, belt guard, bleed brakes, basically the small stuff. I really didn't like the air cleaner so I put on a Küryakyn Hypercharger and adapter to fit the 42mm Mikuni carburetor. Finally I was ready for the painted sheet metal.

It bolted right up. Would it fire? Add

Photos: supplied by Tanya Doyle

gas, open petcock, pull choke and turn key, hit start button…oh yeah! The only problem I had was that the selectable ignition was set at the factory for dual fire and I had to reset it for a single fire ignition since that was the type coil I was using.

The total build minus paint time, was just 10 days. Guys…and gals… if I can do it, you can do it. I am the webmaster for our Web site, www.thehogfarm.net, and honestly, that was harder to build than the bike.

My next bike? CCI's Ares. There is something about 110 inches that appeals to the woman in me; I guess size matters.

I have to mention a fallen brother here. Ronnie Merrill, our painter of over 10 years, passed away the day after he finished this paint. He is forever missed, but his work lives on. ■

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T H E   P U R P L E   B I K E ?

Yaffe's Cool Martian Machine

One of the coolest guys you're likely to ever meet is named Greg Mastroieni. He lives in Scottsdale, Arizona, and about 12 years ago, Greg ran into Paul Yaffe at a swap meet. Paul invited Greg to visit his one-man shop. Interested in getting some motor work done on one of his road-going Harley-Davidsons, Greg decided to look Paul up.

Somehow, over the next few months a gathering occurred between Paul, Greg, master machinist Joel Null and Owen Lewis. The fate of that meeting culminated in the creation of American Legends Motorcycles and in a few short years the company would take on the new moniker Paul Yaffe Originals.

Highly dissatisfied with the quality and delivery of the majority of the aftermarket parts that were available, Paul began collaborating with Joel. Sometimes in the wee hours of the evening, Paul's designs would meet secretly with Joel's masterful machine work, until their newborn one-off part glistened before them, bathed in it's own sublime uniqueness and awesome symmetry.

Paul wanted to keep on creating one-of-a-kind parts and bikes that reworked the definition of custom, but Greg wanted to see the operation become a haven for top-shelf motor work. Later, when Joel was killed in a bike crash, Paul Yaffe Originals was formed and the rest is as they say, history.

Paul creates some of the classiest, most artistic stuff that rolls down the road and whenever his designs were ready to be road tested, Greg stepped in. His reputation as a rough rider earned him the exclusive job as PYO test pilot for many years. Anything that held up after Greg rode around with it on his bike was damn near capable of withstanding a nuclear blast. Greg and Paul got the idea to give the full one-off, ground up custom treatment to the '92 FXR on these pages, just to see what could become of it.

The entire bike was stripped and everything that could be modified, received Mr. Yaffe's masterful touch. Anything that could be shaved was frenched into place, everything that needed stretching was pulled into it's new dimension, any welds were molded into oblivion, until a bike showcasing every one Paul's current concepts was blasting down roads and winning shows. This bike was at once, a rolling parts counter, and a rolling service advisor's desk. With 98 cubes, and a heaping helping of Paul's special sauce, it's genuine Harley mill has more than proven itself again and again.

Greg's bike used to be purple in those days and almost everyone called it the purple bike, but Paul called it the "Martian Bike" because his painter, Hal Loo, had painted a cartoon figure of Warner Brothers character Marvin The Martian peeking around under the frame—visible to those who knew where to look.

In a trade with Paul this bike became Greg's. Most of Paul's earliest secrets have made their way onto this FXR. Of course, it has been rebuilt better than ever. There is one sad part for Greg. It seems he would be willing to part with this rolling tribute to the roots of Paul Yaffe Originals.

For more cool stuff, a personalized peek into what Paul and the crew are up to these days, and even a chance to get Greg's FXR in your own garage, go to www.paulyaffeoriginals.com.

—Cheese Pastry

Easyriders

passin' gas

A local man was on trial for selling drugs when his neighbor, a biker named Whips, was called as a witness. The defense attorney asked, "Did you ever get any cocaine or other drugs from the defendant?"

"No sir," answered Whips.

"Did you ever get any from his wife?"

"No sir."

"Did you ever get any from his daughters?"

"Uh...excuse me sir," Whips said, "but we're still talking about drugs here, right?"

Rock
Sunny, Florida

One day, a loud knock is heard at the front door of Loose Lucy's house. Her dad answers the door where he sees a big, bearded biker. "Sir," says Wolf to Lucy's dad, "your daughter says she loves me and she can't live without me, and she wants to marry me."

"And you're asking my permission to marry her?" responds the father-in-law to be.

"Hell no," Wolf replies, "I'm askin' ya to make her leave me alone!"

David Chance
Ogden, Utah

Miraculous Mutha walked into a bar in South Dakota and saw a cowboy with his feet propped up on the table. On his feet were the biggest pair of boots she'd ever seen. Mutha walks up to him and says, "Is it true what they say about men with big feet?"

The cowboy smiles and drawls, "Sho' 'nuff, li'l lady. Why don'cha come on over to my place and see fer yerself."

So Mutha spends the night with the guy, and come morning she hands him $100. bill just before heading for the door. Blushing, the cowboy says, "Gosh, thanks. Nobody's ever paid me fer my services before."

"Don't be so flattered," Mutha interrupts, "Buy yerself a pair of boots that fit."

Chris Tome
Cellville, Pennsylvania

The official unabridged *Easyriders* dictionary defines streetwalking this way: The only industry where the profits go up as the assets go down.

Moose
On the loose, USA

Dirty Dave went into a local bank to apply for a loan. "I need the money to divorce my ol' lady," he tells the loan officer.

"Sorry, we can't loan you money for a divorce," the banker says. "We only provide money for things like automobiles, businesses and home improvements."

"Believe me," Dave says, "this is a home improvement."

Mark Gaspard
Graybar, Tejas

On the way to a golf game, this guy walks into a bank to get some cash, only he's got a few golf balls stuffed in his trouser pockets. As he approaches the cashier, a pretty young blonde, he notices that she's staring at the bulge in his pants. "Don't worry," he explains grinning sheepishly, "they're golf balls."

Blushing, the blonde says, "Oh, I'm sorry for staring. Do they hurt as much as tennis elbow?"

Nicole Johnson
Vacantville, California

Stroker Jr. and Li'l Sprocket both get their report cards and notice that they both got Fs in sex education.

"I can't believe we failed sex ed., my dad's gonna kill me," sighs Stroker.

"I know, me too," says Li'l Sprocket, "I'm so mad I could kick that Ms. Stiller square in the nuts...."

Red Dog
Albany, Texas

After watching his rug rat pick up the cat and take a big bite out of it, run over to the candy dish and swallow half the M&Ms, then tear around the house screamin' like a banshee, Iceman grabs him and yells, "Boy, what the hell are you doin?" Shocked, the kid says, "Dad, I'm bein' a biker. Mom says all they do is eat pussy, take pills and tear the place up!"

The Shark
Nomadic dry land biker/fish

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Greg Mastroieni
City: ....Scottsdale, Arizona
General
Fabrication: ....Paul Yaffe
Year/make: ....1992 H-D
Model: ....FXR
Assembly: ..Paul Yaffe Originals
Time: ....2 years
Chroming: ....Pete's
Engine
Year: ....1992 Evo
Rebuilder: ....Paul Yaffe
Displacement: 89 cubic inches
Cam: ....Lienweber
Carb: ....S&S
Pipes: ....Thunderheader
Transmission
Year/make: ....1992 H-D
Painting
Molding: ....Hal Loo
Painter: ....Hal Loo
Color: ....champagne
Type: ....Urethane
Special paint: ....Hal Loo
Frame
Year/make: ..1991 Paul Yaffe & Scott Bryan
Type: ....FXR
Rake: ....40 degrees
Stretch: ....5 inches
Shocks: ....White Brothers
Modifications: ....chopped, shaved, frenched, stretched, raked, cherried, molded, blued, screwed, tattooed, and bar-b-qued
Accessories
Handlebars: ....Drag Specialties
Risers: CCI
Handlebar controls: ....Performance Machine
Fenders: ....Paul Yaffe & Scott Bryan
Headlight: CCI
Taillight: ....Arlen Ness
Foot controls: ....JayBrake
Gas tank: ....Paul Yaffe & Scott Bryan
Oil tank: ....H-D/Paul Yaffe
Seat: ....Paul Yaffe Originals
Mirrors: ......Paul Yaffe Originals
Grips: CCI
Front end
Type: ....FXR
Builder: ....Paul Yaffe & Joel Null
Wheels
Make: ....Paul Yaffe Originals
Hub: ....Paul Yaffe Originals
Size: ....2.15-x-21 front, 5.5-x-18 rear
Tires: ....Avon
Brakes: ..Performance Machine
Photos: ....Butch Lassiter

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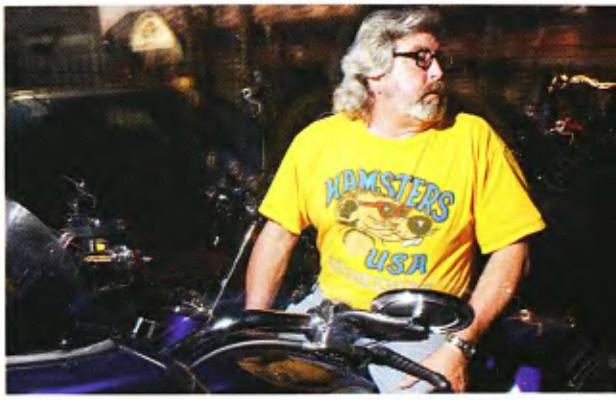
CUSTOM BUILDER AWARDS 2004
V-TWIN BIKER'S BALL

Of the many amazing things that take place during Daytona Bike Week, the V-Twin Biker's Ball is the jewel in the crown. You'll find riders from all across the country participating in this great gathering of riding and partying for a good cause. Core riders have the honor of tooling their bikes around Daytona Speedway, riding with Colorado Sen. Ben Nighthorse Campbell for a special behind the scenes tour of the Kennedy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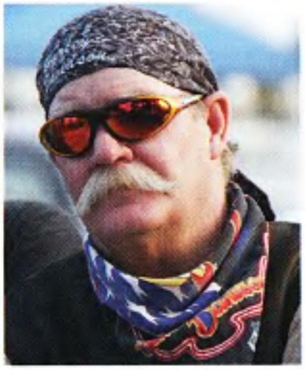
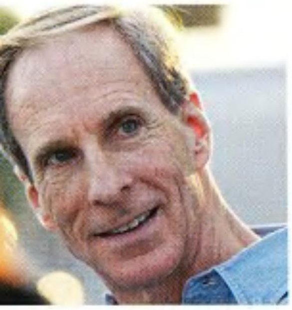
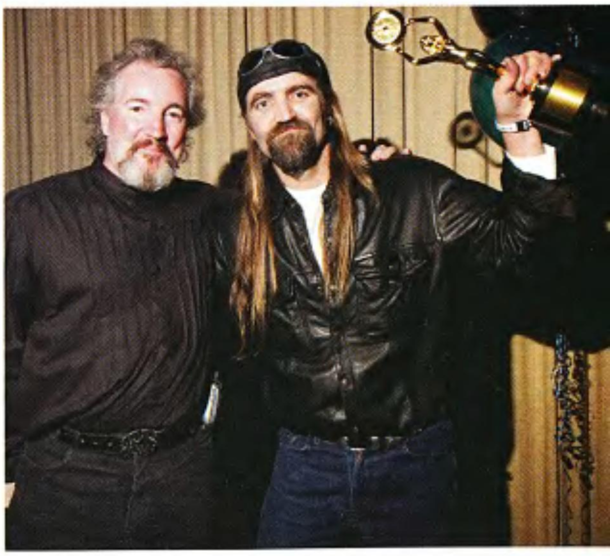
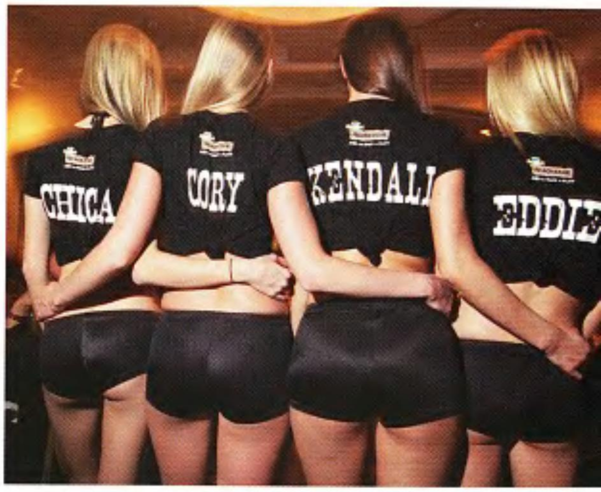







CORY

Space Center (the first such tour since 9-11), and cap off the week with the V-Twin Biker's Ball on Friday night. The Ball is held at the lush and plush Plaza Resort & Spa at 600 N. Atlantic.

Master bike builders rub elbows with industry leaders and just plain Joe's, bidding for incredible items at both a silent auction and a live auction after dinner. Each year *Easyriders* and *V-Twin* magazine hands out the prestigious V-Twin Awards for custom building. These "ViQe" Awards have become a true benchmark for excellence in the two-wheeled world. Congratulations to all! —*Dave Nichols*

This year's winners were:

BEST PAINTER	**Mike Learn**
BEST COMPONENT BIKE BUILDER	**Vince Doll, Redneck Engineering**
BEST CUSTOM FABRICATED BIKE	**Jerry Burrow, Road Hawgs "Kama Sutra"**
BEST CUSTOM FABRICATED BIKE BUILDER	**Kendall Johnson**
BIKE OF THE YEAR	**Shannon Davidson, The Chopp Shop**
TREND SETTER OF THE YEAR	**Paul Yaffe, PYO**
MOST INNOVATIVE BUILDER	**Roger Goldammer**
MOST UNIQUE DESIGN	**Mike Pugliese**
BIKE BUILDER OF THE YEAR	**Eddie Trotta**
LIFETIME ACHIEVEMENT AWARD	**Donnie Smith**

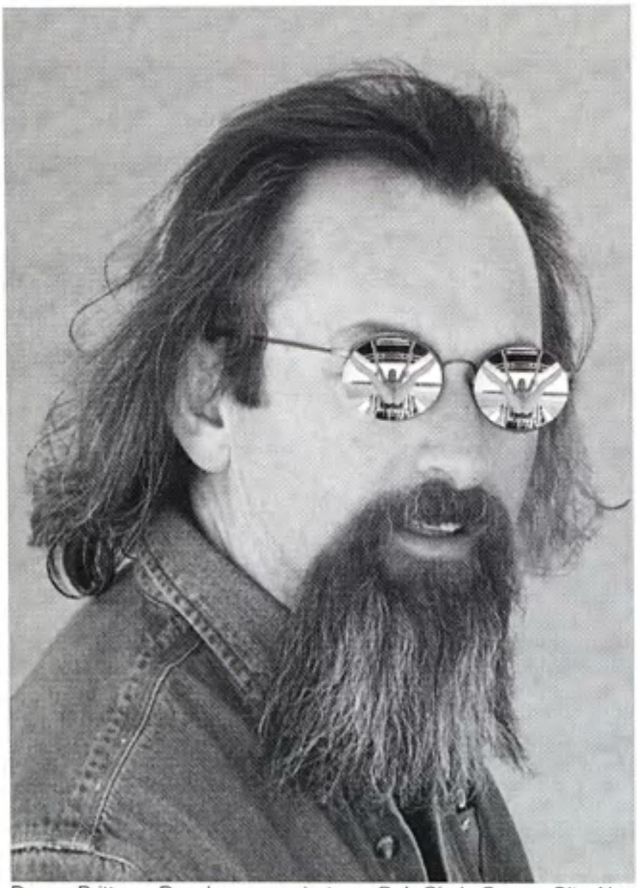
Photos: Michael Lichter

Claire prepares to ride the world's biggest, blackest, fastest, thundering... big-incher? —*Terry Bert Photography, Frazier Park, Calif.*

A comfort to our troops: Ishmial, Jon Brown, Jason Park—missin' home and their bikes, Balad, Iraq. —*Sgt. Ishmial Swafford, Chillicothe, Ohio*

You'd smile too. —*T.W. Banks, Lake Hartwell Fall Rally, Lavonia, Ga.*

Hell has officially frozen over. —*Dave and Marla Archibald, Baltic, S.D.*

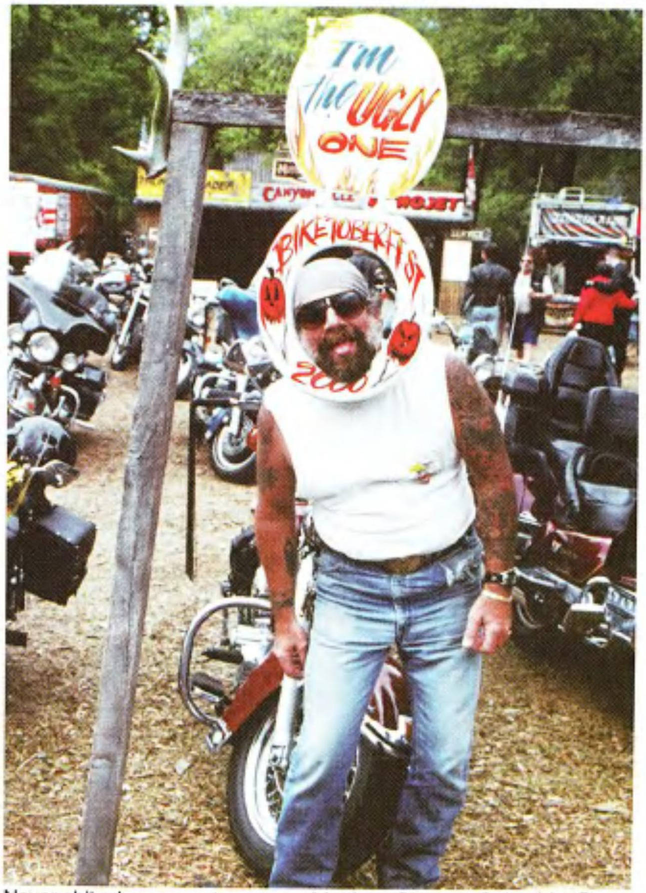


Darren Britton—Paughco mug shot. —*Bob Clark, Carson City, Nev.*

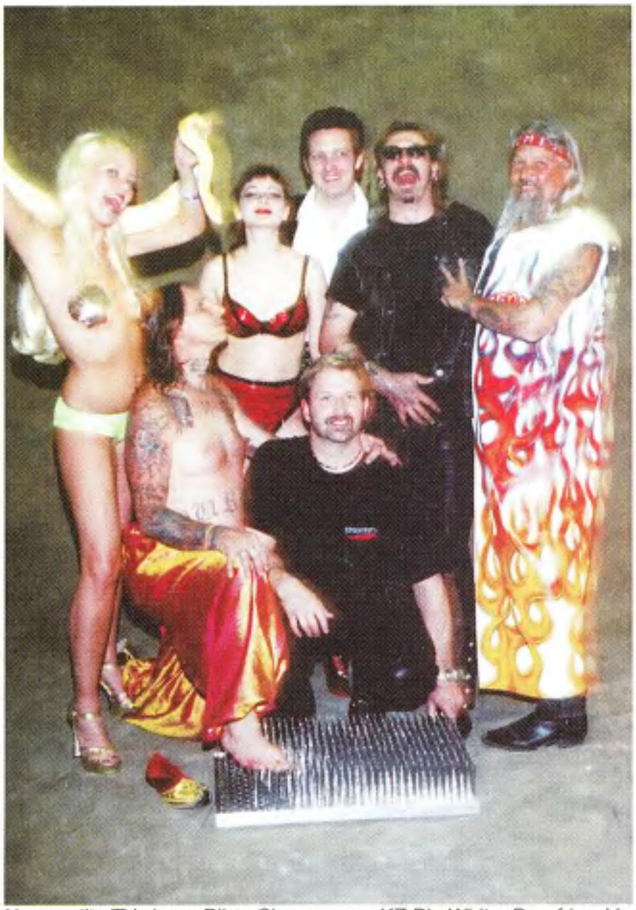
Heatin' up at Iowa's Freedom Rally. —*Bret Brandt, Algona, Iowa*

Busted outta his britches at the Myrtle Beach Rally. —*Kevin Harrison, Cross Lanes, W.Va.*

Primpin' and pimpin' at a biker wedding. —*Jen Beaty, Zion, Ill.*

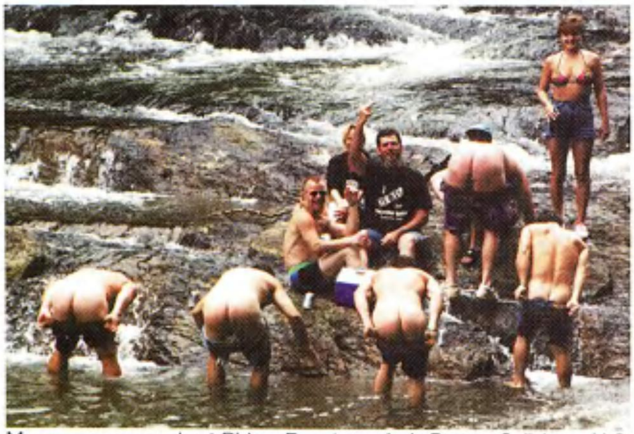


Never shit where ya eat. —*Matthew Sincere, Columbia, Conn.*



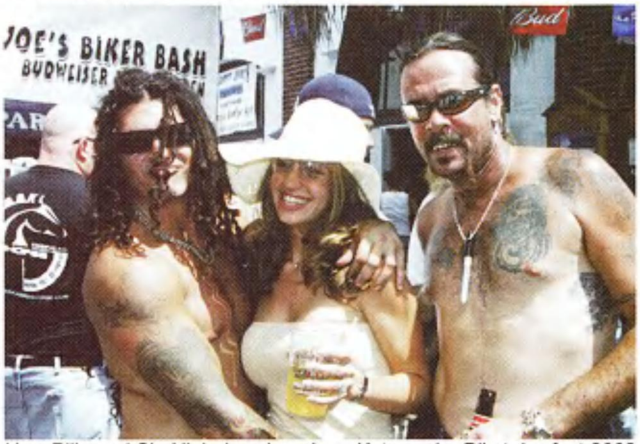
New reality TV show: Biker Circus. —*KZ Ric White, Dumfries, Va.*

Wedding party of three. —*John and Roma Herbst, Rapid City, S.D.*



Moon came up early at Riders Roost. —*Judy Brown, Salisbury, N.C.*

2003 Irish Toy Run champs. —*Notch, Erin, Tenn.*



Hey, Billy and Sic Nick, hands up! —*Katmandu, Biketoberfest 2003*

Feel the love. —*Zuk, Daytona Bike Week 2003*

Airborne Red Devils—spreadin' the love in Iraq. T-shirts compliments of Easyriders of Columbus, Ohio. *—Capt. Doc Heath, Northern Iraq*

Alert the Fashion Police in Fontana. *—Richie, Lincoln Hts., Calif.*

Bosom buddies. *—Judy Brown, Salisbury, N.C.*

Stackers at Southern Rock Bikefest. *—T.W. Banks, Milledgeville, Ga.*

Mongo go take girl to cave! *—Chris Stevens, Laconia, N.H.*

"Lady, for the last time, get off my bike!" It's somber Sara on Krazy Joe Tracy's hot rod. *—Natanic Nate Ullrich, Clinton, Iowa*

She's in the wind and lookin' damn good doin' it. *—Cathy Stewart, Spartanburg, S.C.*

Loggin' miles to a log cabin. *—Keith Young, Woods Landing, Wyo.*

They chicken out, she shows class. *—Paul Brennan, Brockton, Mass.*

Her eye exam's off the charts. *—Matthew Sincere, Milwaukee, Wis.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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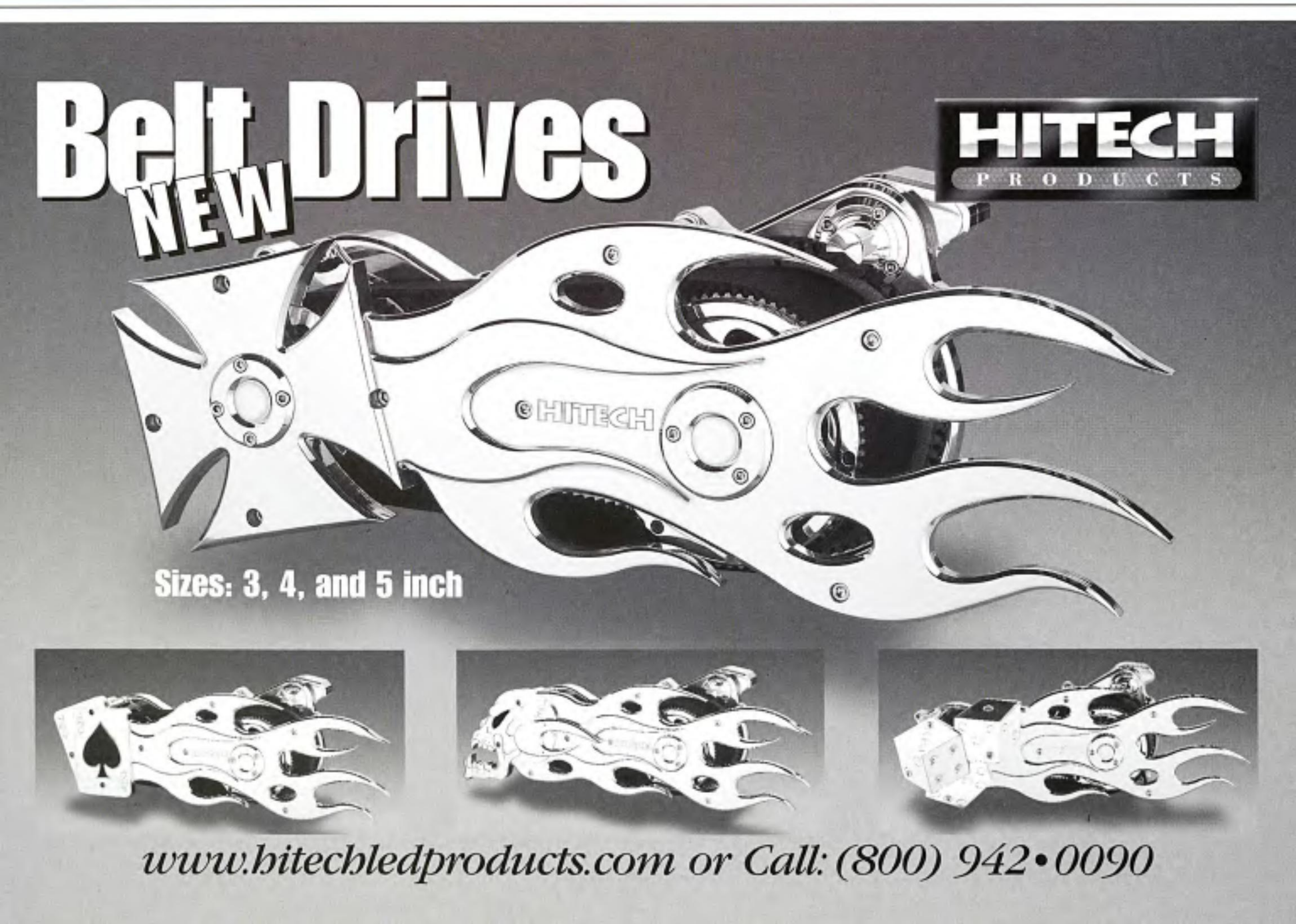

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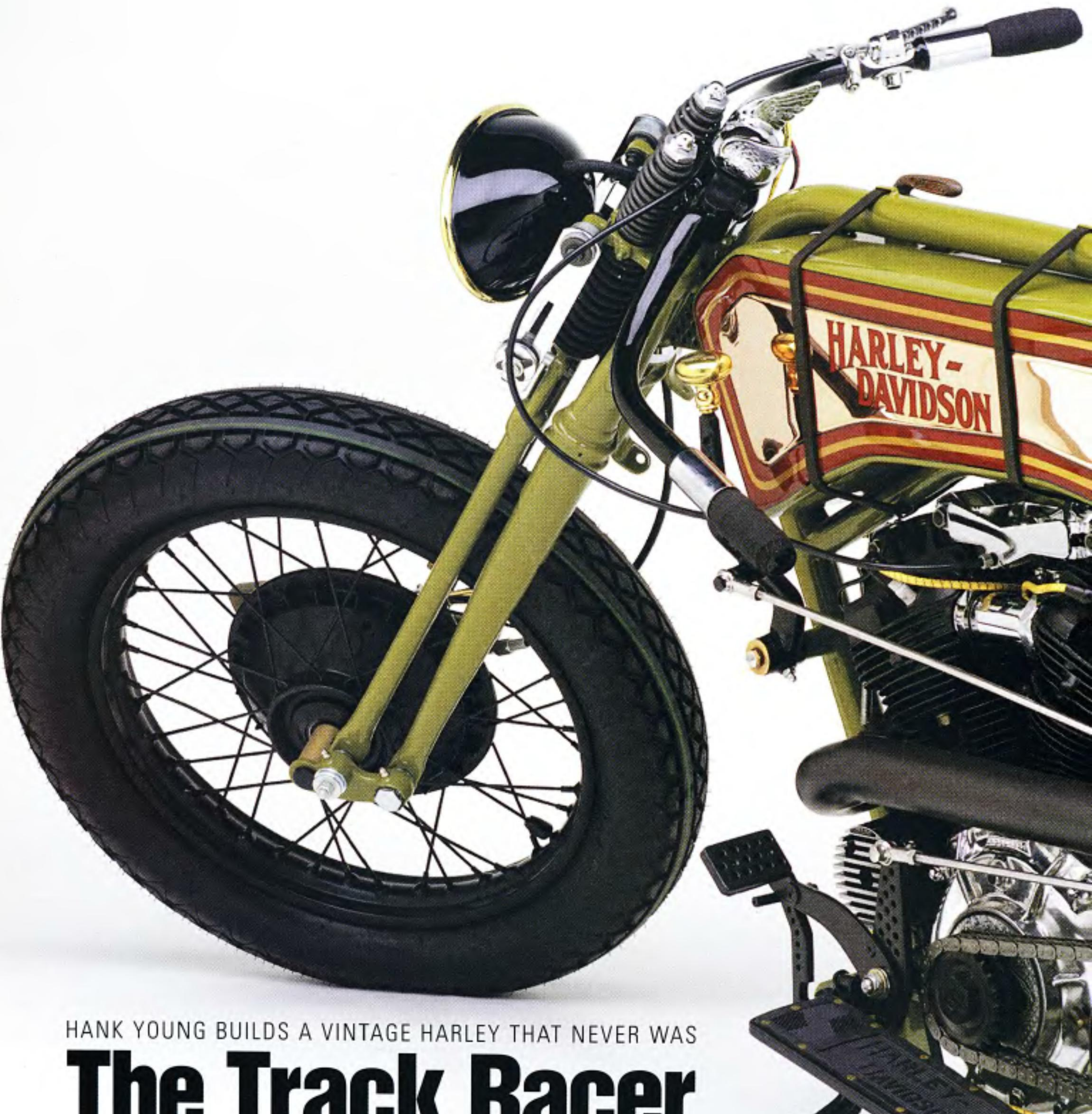

HANK YOUNG BUILDS A VINTAGE HARLEY THAT NEVER WAS

The Track Racer

Hank Young's '46 knucklehead Track Racer started with a phone call. Mike Lichter was organizing a photo exhibition for last year's Sturgis Rally and Races and he needed a motorcycle to include in the display. It had to be a kickstart bike, though, completing the theme of the exhibit. Well, Hank took that call. He said that although he didn't have anything special he could contribute to the show, other than the Flying Pan (*Easyriders* No. 360), which by then had been widely exposed in magazines everywhere and was pretty well-known, he'd come up with something.

With just three months to go before the scheduled gallery opening Hank went to work. He came up with something, all right. This is it. Photographer's phone call or not, this bike—a hand-built creation throughout—really got its start well before that summons to an artistic exhibit.

Hank Young's a pretty familiar name to the traditional hot-rod crowd.

His Joe Smith Ford Street Rod Parts in Marietta, Georgia, services all the hardware needs of the hard-core guys working to build authentic '40s- or '50s-style coupes or roadsters. A little over a decade ago he added vintage-style two-wheelers to the mix. Young Choppers quickly became just as well known in the motorcycle world.

Working out of the same building as the hot-rod business, all the bikes are "old-style, because that's what we do," generally powered by flatheads, knuckleheads, panheads, or shovelheads. And as often as not those vintage engines are propelling stylized tributes to Harley-Davidsons that never were, motorcycles The Motor Company never made but maybe should have.

"This time," Hank says, "I wanted to build an antique-looking track racer, something along the same theme-line as the Flying Pan, only even a little older in its inspiration." And he sure pulled it off, maybe even a little too well. "Everywhere I take the bike," Hank says, "people are constantly asking what year it is, or they'll stop and point at 'that old military bike.' They're dumbfounded when I tell them it's actually a 2003, something I just built."

Besides the old and authentically antique look, Hank's aim was also to craft as mechanical-looking a contraption as he could come up with.

He wanted plenty of chains and linkages and levers everywhere, all totally exposed. Towards that goal there's an open-chain primary, and an intermediate chain complete with a tensioner; all that feeds into a double-row rear chain—two final-drive chains side by side.

"There's chains and pulleys and sprockets all over the place," he says. For even more complexity Hank added a foot clutch and a hand shift, both with linkages that run through bell cranks with levers and rods pointing in all directions. And all of that's contained in a totally custom-made frame complete with its intricate dual-leaf-spring rear suspension.

Like the Flying Pan, the bike has a handcrafted copper gas tank surrounded by frame tubes, although this time Hank painted most of it. And of course there's that knucklehead engine, neatly rebuilt and backed up with a 4-speed transmission cobbled together from Harley-Davidson parts and cases that were laying around the shop.

The front end is a stock '40s-era H-D Springer, extended 4 inches to match the rake of the frame. Down at the bottom of that fork, centered in a 19-inch laced rim, there's a BSA drum brake, "and I really like the look of that little aluminum scoop on the backing plate," says the man who put it there. "It's kind of racy, and that's why I used it."

When Hank drafted the plans for this bike he was determined to use "that crazy rear suspension no matter how it rode." He figured it had to be better than a rigid, and he was right. "After I got it running and on the road I was actually surprised at how well it all worked. I lucked out," he says. "The ride is excellent, even though there are no shocks back there. It's firm enough that there's spring action, but no bounce. Ergonomically it might not be the most comfortable bike because you're laying over the tank, but as far as the suspension goes, it works."

For even more innovation look to the front lower edge of the rear fender. While Hank's made it somewhat of a trademark to use 1936 Ford spare tire trim rings for his fenders, this time he took it one step further. He incorporated the oil tank into that fender. And once again he used a Western Auto accessory taillight, a 1930s piece coupled with a swap meet headlight. "And I have no idea what that bucket is," he says. "I found it, it looked good, so I used it." The combination reminds us of Jules Vern.

Hank also used 1940 Ford brake pedals, cut up and altered, to form the "Track Racer's" shift and rear brake levers. Up top the handlebar controls are stock Harley-Davidson knucklehead Speedster, complete with internal controls. Hank just turned the handlebars upside down and bent them back a little.

Given all of this, and considering what's still to come, it's little wonder Hank Young has become as well known in the custom bike world as he is in hot rodding—maybe destined to be better known. TV exposure will do that.

See, Hank just completed a motorcycle ride from Jackson, Mississippi, to Louisville, Kentucky, competing against Chica in a *Biker Build-Off* episode for the Discovery Channel. We won't spoil things by telling you the outcome, and no, Hank wasn't riding this bike. It was yet another one: "My style, of course, an old look with new and crazy ideas," he says. It was powered by a 103-inch shovelhead with a generator bottom end, and that's all we'll say.

Want an old Harley that never was? You're not alone. Start by contacting Hank at his Marietta shop. The phone number is 770-426-9850.

—Joe Kress

Owner: Hank Young
City: Marietta, Georgia
Designer: Hank Young

General
Fabrication: Young Choppers
Year/make: 1946 Harley-Davidson
Model: Track Racer
Assembly: Young Choppers
Time: 3 months
Chroming: DCO Plating

Engine
Year: 1946 Harley-Davidson
Model: knucklehead
Rebuilder: Young Choppers
Ignition: magneto
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Balancing: Hortmon Cycles
Pistons: Silvolite, 7.5:1
Cam: Andrews
Carb: Linkert
Air cleaner: 8N Ford tractor
Pipes: Young Choppers

Transmission
Make: Harley-Davidson 4-speed
Shifting: hand

Painting
Painter: Terry Southern
Color: cactus green
Type: PPG

Frame
Year/make: 2003 Young Choppers
Type: Track Racer
Rake: 43 degrees
Suspension: leaf-spring rear

Accessories
Handlebar: modified knucklehead
Handlebar controls: knucklehead Speedster
Fenders: '36 Ford spare-tire cover
Headlight: swap meet special
Taillight: '30s-era Western Auto accessory
Speedo: none
Pegs: Harley-Davidson foot boards
Electrics: generator, Young Choppers
Gas tank: Young Choppers
Oil tank: integral w/ rear fender
Seat: Young Choppers
Mirrors: none
Grips: friction tape

Front end
Type: Harley-Davidson Springer
Extension: 4-inch
Builder: H-D/Young Choppers

Wheels
Make: Harley-Davidson
Size: 19-inch front, 18-inch rear
Tires: Diamond Tread
Brakes: BSA drum front, Harley-Davidson drum rear
Photos: Michael Lichter

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FoxHunt

Meet January's Winner

There are a couple of ways to enter the Fox Hunt contest: first, use the entry form, found on Page 86; the second is a little harder and it was the path your January winner—the all-natural Avery—chose. Avery entered our "bikini" contest in Myrtle Beach last year and won herself an entry into the Fox Hunt contest. She wasn't guaranteed a win, but by the amount of votes submitted, it wasn't hard for us to declare her a winner. Seein' as how she lives in the state that has a little desert town with the moniker Sin City, you'd think we would've brought her here to our offices...you'd be wrong. Instead we sent her packin' all the way across the U.S. to our photog Aaron Stevenson and matched her up with the radical bike of Chris Shoemaker and the boys from Wicked Choppers. For the rest of the story, flip to Page 98 and check it out for yourself. For photos NOT seen in the magazine check her out on the home of Easyriders Radio, www.Americancycletalk.com. So for all you folks that bitch about all the girls in this mag with "unnatural" hooters...here ya go. Now shut the hell up!

—Ena Mub

Amy—North Carolina

#0601

"I've ridden a lot of bikes and I think the best built bike out there is a Harley-Davidson. Besides, the vibration can't be beat!"

Bonnie—South Carolina

#0602

"I love Harleys and the guys (and, on occasion, the girls) who ride them. Seeing two girls grabbing each other riding down the road...that's hot."

Gabriella–California

#0603

"It was like the first time I rode my man...fast, hard and rough...just like I like it."

Michelle–Ohio

#0604

"My first time was also my first time in Myrtle Beach. So many bikers, so little time. Now I go every year."

Rocio–Florida

#0605

"My first time I got to ride a Harley is when I bought my own. It was the sweetest thing. I like being in control and I hate riding on the back."

Z–Massachusetts

#0606

"My first ride took my breath away...literally. I really wasn't prepared for the rush I would get being on that bike. Afterwards, he wasn't prepared for me!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

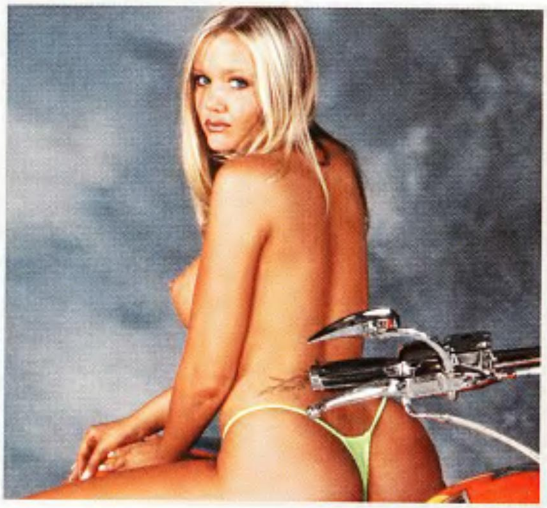
1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #370 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes April 27, 2004. The voting deadline for this month's crop of cuties is May 31, 2004. We'll announce the winner in the October 2004 issue.



Here she is, your February 2004 monthly Fox Hunt winner, Kristin, No. 0205 from North Carolina. Come back and see a lot more of the captivating Kristin next month!

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FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

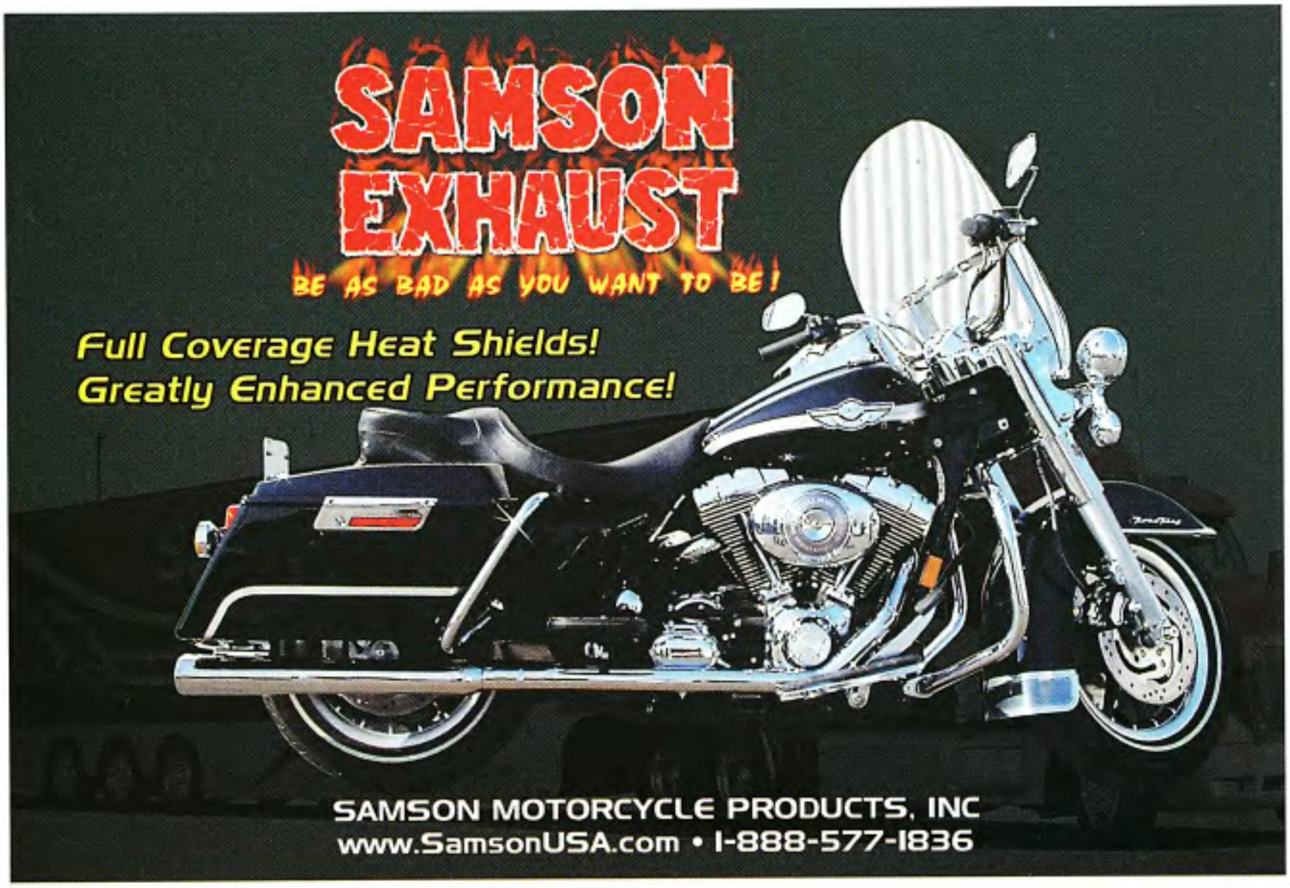
Model's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
Date of Birth ______ I am ______ years of age
I will pose nude ______ Topless only ______
Model's Signature ______

Photographer's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
Photographer's Signature ______

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



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Occasionally, one form of art inspires another. In the case of bike builder Cyril Huze, a foundation in fine art and design led to a love affair with motorized works of art. For over a decade Cyril has hand-hewn these themed custom creations and has graced these pages many times.

Beginning with bikes that were odes to Hollywood legends such as Marilyn Monroe and James Dean, Mr. Huze made a name for himself by crafting one-of-a-kind customs that inspired the public imagination. His Miami Nice bike was a homage to his favorite haunt, southern Florida. More recently, Cyril has turned his attention to more art deco projects; streamlined bikes that look to be more Erte sculpture than Harley-Davidson motorcycle. Bikes with names like Stardust, Dreamliner, and Surreal Huze have pointed the way and become statements of Cyril's laws of custom design. We asked Cyril about these laws and he happily cited some of them as follows:

"A good Designer is not the one who takes you from 'what you have' to 'what

TWO-WHEELED ART FROM CYRIL HUZE

EXOTICA

you want', but the one who takes you from 'what you want' to 'what you didn't even know you wanted'." Also, Cyril states, "When you customize, don't follow the crowd. Just follow your dreams. A custom shop should be a dream factory." But wait, there's more, "Great mechanical skills can only take a motorcycle so far. Passion is the engine of creativity." And the rule that is so apparent in Cyril Huze designs: "Simplicity is the ultimate sophistication."

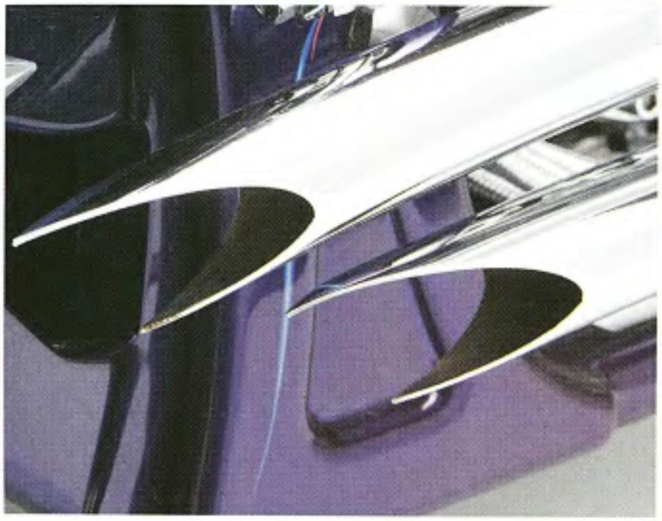
What do you get when you follow these rules? Perhaps something like the motorcycle that sits before you today. Cyril calls it Exotica and the name speaks volumes about the bike itself and its creator. Lean and mean, Exotica is perhaps more art form than everyday ride, yet Cyril informs us that while Exotica looks like something you might find in a museum of modern art, it is also a motorcycle capable of blasting down the asphalt with the best of them.

Cyril calls this bike his vision of what a 21st century hot rod should be. High torque, smooth lines and fat rubber to

burn right in front of your girlfriend's parents house. "A machine somewhere between an eerie ballad and the gates of hell," as Cyril puts it.

The owner of the bike, N. Packard, gave Cyril a free hand and the builder took it and ran with it. Exotica features a Penz/Huze hidden-shock frame, a TP Engineering 107-inch motor and TP 5-speed tranny. The stylish exhaust system is by the Martin Brothers and most of the rest of the parts and accessories came straight from Cyril's fertile mind. Exotica's cloak of custom-mixed purple paint was sprayed on by LeJeloux and pinstriping was handled by Chris Cruz. The end result follows Cyril's No. 1 rule of customizing..."there are no rules."

For more information about Cyril Huze motorcycles call 561-392-5557 or visit www.cyrilhuze.com. —*Phantom*



Owner: N. Packard
City: Miami

General
Fabrication: Cyril Huze Customs
Assembly: Cyril Huze Customs
Year and make: 2003 Cyril Huze Special
Time: 5 months
Chroming: Chromemasters

Engine
Year and make: 2003 TP Engineering
Displacement: 107 cubic inches
Cases: TP polished
Pistons: high compression
Heads: TP polished
Lifters: TP
Ignition: Dyna
Carb: Mikuni 45mm
Exhaust: Martin Bros.

Transmission
Year and make: 2003 TP Engineering 5-speed
Shifting: foot
Modifications: close ratio gears, polished

Paint
Painter: LeJeloux
Type: House of Kolor
Color: special mix of purple
Pinstriping: Chris Cruz

Frame
Year and make: 2003 Penz/Huze
Type: hidden shock/250mm
Rake: 44-degree
Stretch: 5 inches

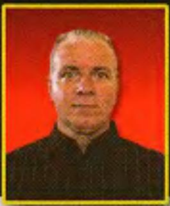
Front end
Triple trees: Cyril Huze
Lower legs: Perse

Accessories
Bars: Cyril Huze
Fenders: Huze
Headlight: Huze
Taillight: Huze Hardcore
Hand controls: OMP
Foot controls: OMP
Pegs: Huze
Grips: Huze Spike
Mirrors: Huze
Gas tank: Huze
Oil tank: Penz
Electrics: Pachera
Seat: Jeffrey Phipps

Wheels
Type: Fivester
Size: 16-inch front/18-inch rear
Tires: Avon
Brakes: HHI front/ RC Comp rear

Photos: Don Rogers

"Bike repairs and maintenance just got a lot easier."



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– Bill Credle
Mechanic
Lake Worth, TX

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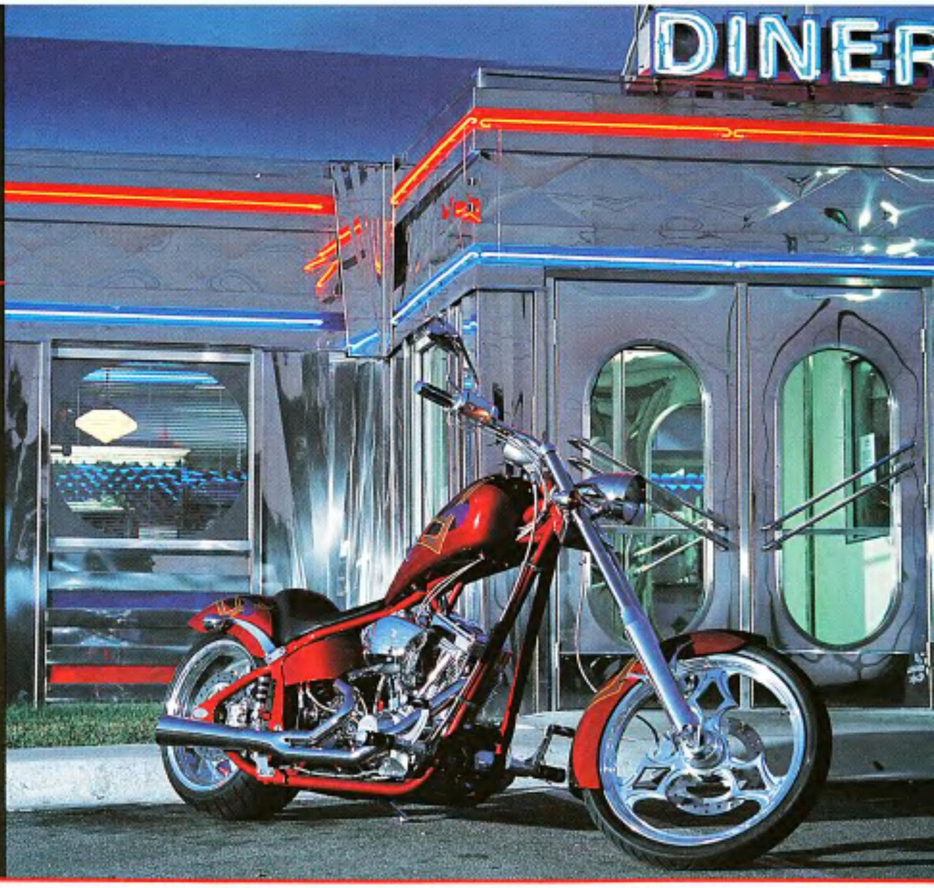

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GERMAN ARTIST UWE GOLLMANN

A TRUE ORIGINAL

An overnight sensation after 20 years in the business, Uwe (pronounced Oovay) Gollmann has recently taken Daytona Bike Week by storm…and paint. For the past three years, his complex, elegant, and highly imaginative renderings adorning various sheet metal and frames have spellbound juries at bike competitions like the famous Rats Hole show and caused them to hand him a number of trophies for his unusual designs.

Like the world's very first V-Rod with a sidecar, for instance, which not only won Best of Show there, but also won silver in the radical class over 1,000cc at the Museum of Arts and Sciences, where our own Michael Lichter had a fine photo exhibition.

Not bad company, when you consider that Uwe's home is a sleepy little town in southern Germany where most of its 1,600 inhabitants probably don't even know what a Daytona is. But thanks to Uwe, they are—or should be—very familiar with custom Harleys and the fantastic colors they wear, once they leave Uwe's studio.

After five years of studying graphic design and fine art, Uwe says he graduated to the promising career of a struggling artist. He even got the German Department of Finance to officially endorse his struggle when, in 1984, he opened his Studio Gollmar. Looking for work, Uwe says he took on any job he could find and worked for different advertising companies, painted furniture and cars, and even designed record and video covers.

During a period of six months, Uwe says he created 33 pictures in a variety of media, from airbrushing to pencil drawings…"everything except oil paintings, which I hate the same as designing on a computer." He exhibited his pictures at a gallery and the VIP lounge at the airport in nearby Stuttgart, with the result being that he sold each and every one of them.

From there he painted a Dutch beer truck, a car, a pickup, and even the wall of an indoor swimming pool. But it wasn't until 1997 that fate took a turn.

"Two guys in leather jackets and dark sunglasses came to visit me," Uwe told

us. "They were bikers."

These days, his bike-to-car ratio is 5-to-1, and Uwe is busy as the proverbial beaver. He proudly states that there's nothing he can't put under a couple of layers of clear coat. He's done traditional flames and skulls, but also relishes the more unusual motifs, such as two very realistic-looking ants having intercourse on top of a golf ball (which he actually did on an oil tank). He calls the piece "F...king Ants."

Uwe says he refuses to paint the same design twice, and in order to create one of his prizewinning paint jobs, he requires (aside from money) basically two things. "I have to know what the bike looks like, especially its lines and its style. And I have to meet its owner, so I can find out how he thinks and feels, and what his favorite colors might be."

Armed with this information, he sets out to draw up a first layout, which he then discusses with the client. "Usually, I work within a given theme, but according to my imagination and ideas," he says. "Ninety-eight percent of the time, I hit it right on the mark. The price is based on the original design, and if I get lost in the detail and spend tons of hours on it, that's my problem, not the customer's."

This is when it gets serious. After the molding is done—if needed—Uwe lays down the base color and seals it with two layers of clear coat, which he polishes to a matte finish. After that, he lays on a different color or some airbrush, and after each new color, a separate clear coat follows. This he tops off with an additional five to seven coats of clear, polishing each one. The last polish is done wet with 1400 grade sandpaper, followed by 3000 grade, also wet. For extra depth and mirror-like smoothness, he uses paste and a buffing wheel for a final, ultrafine sheen. The result is usually breathtaking and one of a kind.

Being so popular doesn't leave much time for riding fun, though. "I had my last bike, a slightly modified Fat Boy with a 230 at the rear, two years ago," he sighs. "Of course, the paint job was all custom. The bike was three months old and won first place in its class at the European Bike Week in Austria that year. I had to drive home in a car, because an Italian biker simply had to have the bike and made me an offer I just couldn't refuse."

There are worse fates. Aside from painting like a madman, Uwe also freelances as a writer of motorcycle-related stories, "bike features, events, and mostly about painting," he says. Though not married, he's been with the lovely Rita,

"my worst critic" and the subject of a number of paintings, for the past 20 years. Apparently, her criticism has done Uwe lots of good. His schedule is full, but he still looks forward to new and different approaches. "If, at the ripe old age of 46, I can still talk about a future," he laughs, "I look forward to good health, lots of fun, and continued development. And who knows? Maybe I'll even land a job or two from overseas...."

Those interested in obtaining an original "Gollmann" may contact him via e-mail at studiogollmann@aol.com.

—Red Baron

Photos: provided by Uwe Gollmar

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Wicked Monster

Yeah, it's over 10 feet long. You got a problem with that? Remember when we were all 10 feet long and bulletproof? Trip out with us to Myrtle Beach, South Carolina, and you'll find yourself beholding the beauty of one long and monstrous, nasty ride. Chris Shoemaker of Wicked Choppers is occasionally into rolling out under the spell of evil inspiration, so it is only natural that this creation would be a superbly crafted show-winning monster.

The Wicked Monster is not a long-distance runner. It is most at home dragging its knuckles from bar to bar; all of Chris's wicked designs are based on his own biking experiences.

"I'm not a commercial artist—I'm a biker," Chris emphasizes. "I know how and what a chopper should be." What we are showing you today is one long and monstrous nasty ride that goes beyond the normal ideas of custom.

The Wicked Choppers crew sees many people at the shows who, upon getting a glimpse of one of their bikes, seem to have a common exclamation, "Man, that's wicked!" Of course, they always want to reply, "No shit."

Chris told us that Billy Greene is the most talented metal fabricator he has ever seen. Billy is the kind of guy who can build anything out of metal that you can imagine. Billy is the guy responsible for all of the awesome things going on beneath Josh Haga's artwork.

Josh runs a shop called Sna-Fu Graphics and has made a contribution to nearly every evil deed that Wicked Choppers has dealt. Just what is going on beneath it all? A custom-fit frame to cradle your ass like it was meant to happen this way all of your life, a hydraulic clutch, oodles of other rare goodies, and a TP Engineering mill that cranks out every last one of its 124 gigantic inches of thrust. So, if you're scared, get a dog!

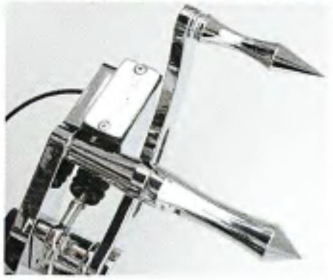
Chris got into building bikes on his own, because he was getting pissed off at hearing lip service from bike shops that could deliver nothing but broken promises. At Wicked Choppers, every one of their bikes is very special, just like the customers who ride them. Wicked Choppers is a motorcycle manufacturer and they don't rely on tune ups and tire changes to pay the rent. In fact, when you ride a bike from Wicked Choppers, you can bring it back to them for free oil changes for life!

There is a guarantee of originality with each Wicked Chopper. When asked if there would be a sum of money that could convince Chris to build a copy of the Wicked Monster, he flatly answers, "No way! We are not in this for the money…honest!"

The second assurance of all things being righteous is a one-year warranty on all workmanship for each new Wicked Chopper. There's also a guarantee of a good time. With each and every Wicked Chopper, the new owner receives a trip from their home to Daytona Beach for either Biketoberfest, or Bike Week. That's right, Wicked Choppers will ship the bike and rider to Daytona, along with a hotel and meal allowance for the entire event.

If you want to ride one of the nine uniquely wicked choppers that Chris, Billy, and the gang will build this year, visit www.wickedchoppers.com, or call 877-294-2533. And, speaking of wicked, let's all stand—if you're able to—and give a round of applause for our wickedly awesome Avery, this month's Fox Hunt winner.

—Cheesy Surprise



Owner: Chris Shoemaker
City: Myrtle Beach, South Carolina

General
Fabrication: Wicked Choppers
Year/make: 2003/Wicked Choppers
Model: Monster
Assembly: Wicked Choppers
Time: 8 months
Chroming: none

Engine
Year: 2003 TP Engineering
Rebuilder: TP Engineering
Displacement: 124 cubic inches
Cam: TP Engineering
Carb: Mikuni HSR 48
Pipes: Wicked Choppers

Transmission
Year/make: 2003 TP 5-speed

Painting
Molding: Wicked Choppers/ Sna-Fu Graphics
Painter: Josh "Rooster" Haga
Color: Burple with purple base
Type: House of Kolor
Special paint: Tribal flames with ghost maltese crosses

Frame
Year/make: 2003 Pro-street Frameworks
Type: Rigid
Rake: 41 degrees
Stretch: 10 up/5 back
Shocks: none
Modifications: top secret

Accessories
Handlebars: Carlini
Risers: none
Handlebar controls: Performance Machine
Fenders: Milwaukee Iron
Headlight: Headwinds
Taillight: Custom Dynamics
Speedo: Wicked Choppers/ Dakota Digital
Pegs: Thunder Cycle Design
Foot controls: Performance Machine
Gas tank: Paul Yaffe
Oil tank: Hardbody
Seat: Wicked Choppers/ High End Products
Mirrors: Iron Cross by NYC Custom Choppers
Grips: Thunder Cycle Design

Front end
Type: 65mm, inverted
Builder: Spyke

Wheels
Make: Performance Machine
Hub: Performance Machine
Size: 250 18 rear/21 front
Tires: Avon
Brakes: HHI

Photos: Aaron Stevenson

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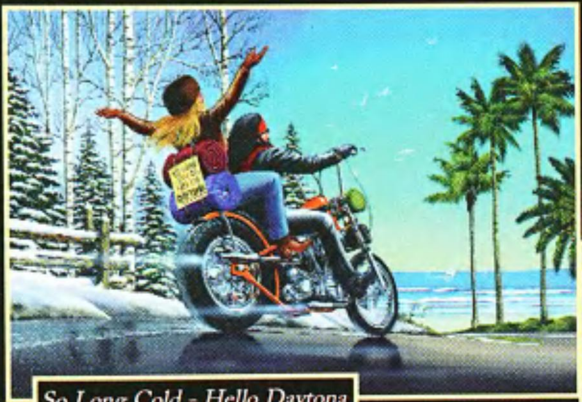
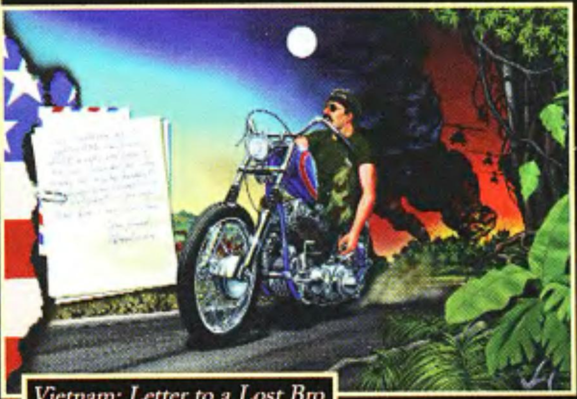


So Long Cold - Hello Daytona



Vietnam: Letter to a Lost Bro

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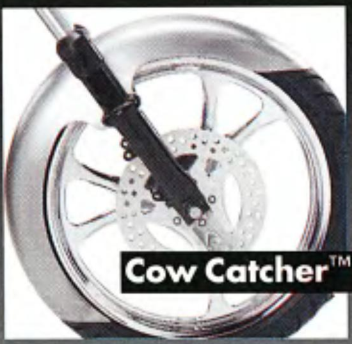
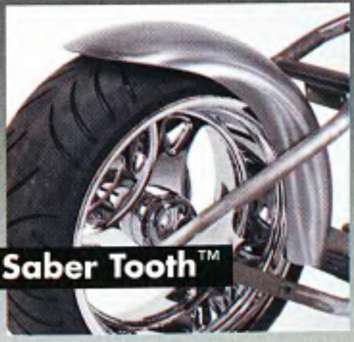


Fenders appear closer than recommended.



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Altamont, Illinois
May 21, 22, 23
Effingham County Fairgrounds
Middletown, New York
July 2, 3, 4
Orange County Fairgrounds
Wilson, North Carolina
July 9, 10, 11
Wilson County Fairgrounds
Prospect, Pennsylvania
July 30, 31, August 1
Butler County Fairgrounds
New Dates for PA!!!
Fowlerville, Michigan
August 20, 21, 22
Fowlerville Fairgrounds
GRAND NATIONALS
Chillicothe, Ohio
September 1st-6th
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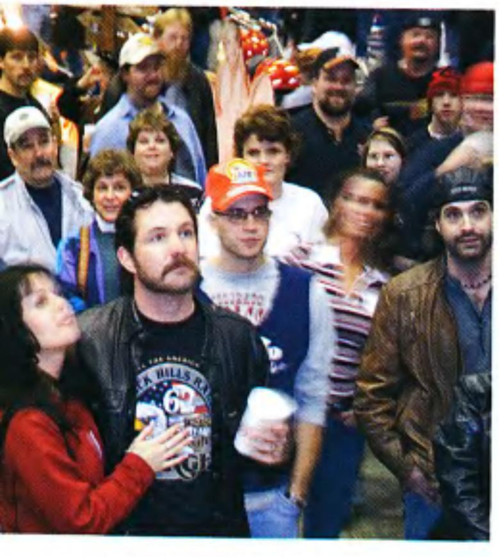
EASYRIDERS COLUMBUS INVITATIONAL BIKE SHOW

AWESOME!

As Paul Sr.—owner of Orange County Choppers in New York and "lead character" of the Discovery Channel's *American Chopper* series—always says, "When Paulie wanted to build a theme bike entirely out of Spam, I got a little perturbed. But now that I seen what he done… I THINK IT'S AWESOME!" Well, awesome was the word for the Easyriders Columbus Bike Show this year. Record crowds packed the massive Veteran's Memorial Center to check out hundreds of the very best of the best of the custom bike world.

The weather cooperated with us this year. It was cold but clear and there were more families attending the show than we've ever seen. No doubt the kiddies have witnessed the endless tirade of chopper-inspired TV shows and are now dragging Mommy and Daddy to see these wild rides in person. Hey, we love it; a whole new generation of bikers are coming up and getting ready to ride.



The doors opened on Friday, February 13th and the house rocked out all weekend long. Bands included 3DP, Cotton Mouth, The Eric Brooke Band, Blackberry Smoke, and the awesome (and I mean, awesome) Georgia Satellites. All the bands played in a huge auditorium upstairs this year and the crowds loved it. There was also an entire floor dedicated to tattooing this year with much ink being slung throughout the show.

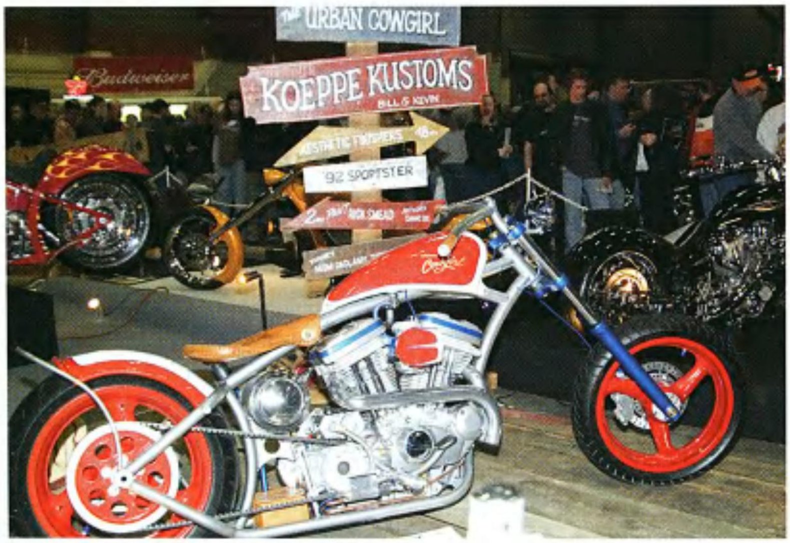
Billy Lane and Indian Larry held court along with our Centerfold Tour master builders Kendall Johnson, Kim Suter, Paul Yaffe and Eddie Trotta. Those guys' hands must have hurt from signing so many autographs. As for new exciting bikes, our favorites were from Mike Pugliese, Roger Goldammer, Jerry Burrows of Road Hawgs and Matt Burris of Black Hills Choppers' pirate-themed chopper. We also dug the hell out of all the cool new "Sucker Punch Sally" bobbers from Don Loos.

Keep your eyes peeled right here in *Easyriders* for details about a new Fall Tour of Bike Shows later in 2004. We guarantee they'll be *awesome* even though it's doubtful that any of the custom bikes will be made out of Spam.

Special thanks to the entire Action Promotions team (they're *awesome*), Dockside Dolls, Roxy LeRoux and our new Ms. Easyriders, the lovely Alyssa.

—Phantom Dave

Easyriders
V-Twin
IN THE WIND


URBAN COWGIRL
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'92 SPORTSTER
Budweiser

COLUMBUS WINNERS LIST

Invitational Class

Best of Show

1st – Trae Coburn, The Chopp Shop, Myrtle Beach, SC – 2004 Chopp Shop Chopper

2nd – Roger Goldammer, BC, Canada, 2004 Anti-Chopper

3rd – Charlie Stiles, Grand Edge, MI, 2004 No Downtube Chopper

Easyriders

1st – Tempest Cycles, Melbourne, FL, 2003 Special Construction Chopper

2nd – Grumpy's Customs, Concord, NC, 2004 Custom Pro-Street

3rd – Jim Davis, Columbus, OH, 2004 Special Construction

In The Wind

1st – Matt Burris, Terre Haute, IN, 2004 Scaliwag Pirate Chopper

2nd – Dave Ranallo, Mayfield Village, OH, 2003 Custom Softail

3rd – Keith Fovik, Wichita, KS, 2003 Panhead Chopper

Biker

1st – Rudy Chappelle, St. Helens, OR, 1947 Knucklehead Chopper

2nd – Jerry Burrow, Crownpoint, IN, 2003 Road Hawg Penthouse Chop

3rd – Scott Smart, Meridian, ID, 2003 Special Construction

V-Twin

1st – Shannon Davidson, Taylorsville, NC, 2003 Spec. Const.

2nd – Russell Marlowe, Knigstree, SC, 2004 Carolina Custom

3rd – Dale Talley, Shawnee, KS, 2002 Special Construction

Best Display

Andy Walker, Brighton, TN, 1956 Panhead with Fire Fighters Display

Best Paint

Mike Pugliese, Staten Island, NY, Mike Terwilliger Paint

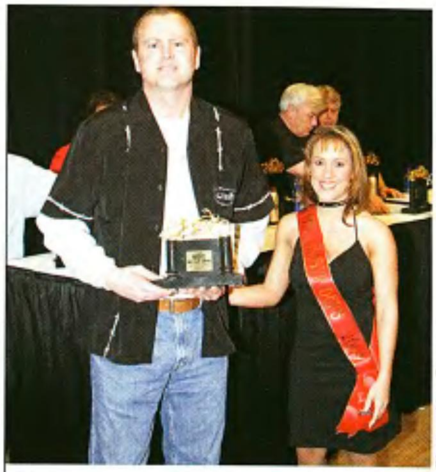
Judged Class

Best of Show

1st – Jerry Burrows, Crownpoint, IN, 2004 Road Hawgs "Kama Sutra"

2nd – Bill Steele, Oakdale, PA, 2004 Special Construction.

3rd – Cyrus Bland, Campsville, KY, 2004 C.B.C. Genesis



Photos: Ken Ross

New Trend

John Vescovi, Dayton Cycles, Dayton, OH, 1967 Harley Rigid Shovelhead "Bobber"

Luster Lace "Gleam & Gloss"

Chopper Design, Longwood, FL, 2004 Chopper Design

Editor's Choice

Eric Gorges, Rochester, MI, 2004 Voodoo Choppers "Digger"

Best Radical

1st – Bill Steele, Oakdale, PA, 2003 ASM Springer Chopper

2nd – Hill's Performance, Ney, OH, 2004 Hill's Rigid Chopper

3rd – Tim Ellis, Parma, OH, 2003 Rollin' Sixes Redneck Eng. Chop

Best Street

1st – Tom Volpe, Centerville, OH, 1955 Harley-Davidson K Model

2nd – Kevin Doolittle, North East, PA, 2003 Custom Rigid

3rd – Tony Perillo, Strongsville, OH, 2003 Spec. Const.

Best Specialty

1st – Mike Fisher, Oakdale, CA, 1941 Indian Straight Four

2nd – Brent Mayfield, Centerville, OH, 1948 Harley-Davidson Bobber

3rd – Robert Huffman, Dayton, OH, 1953 Harley Panhead Chopper

Best Antique

1st – Jim Rauck, Grove City, OH, 1912 Harley-Davidson Single

2nd – Mike Huber, Eden, NC, 1936 Harley-Davidson VLH

3rd – Steve Joyce, Ont. Canada, 1940 Indian Chief

Spectators Class

Best of Show

1st – Mike Pugliese, Staten Island, NY, 2004 Special Construction

2nd – Gary Quick, Westerville, OH, 2004 Sinister Road Rage

3rd – Todd Roberts, Whitehouse, OH, 2004 Black Swamp Chopper

Easyriders

1st – Gary Quick, Westerville, OH, 2003 Sinister Chopper

2nd – Bradley Teague, Taylorsville, NC, 2004 Custom Softail

3rd – Keith Boyd, Westerville, 2003 Bourget Low Blow

In The Wind

1st – Alicia McKnabb, Potaskala, OH, 2002 Harley-Davidson Electra Glide

2nd – Led Sled Customs, 1999 Sportster

3rd – Don Slee, Newark, OH, 2003 Special Construction

Biker

1st – Craig Steadman, Miamitown, OH, 2004 Sucker Punch Sally Panhead

2nd – Don Loos, Miamitown, OH, 2003 Sucker Punch Sally Knucklehead

3rd – Ronald Kregoski, Brighton, MI, 2001 Custom Chopper

V-Twin

1st – Cindy Disbennet, Gahanna, OH, 2003 Honda VTX

2nd – Armstrong Family, Cleves, OH, 2004 SYC Custom Rigid

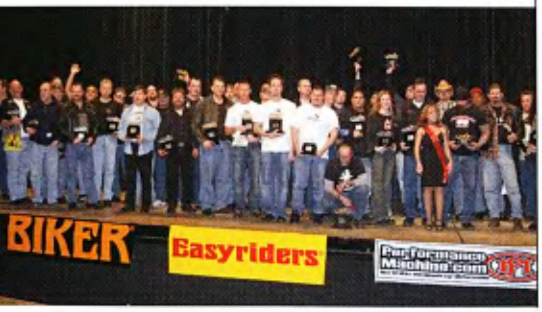
3rd – Joe Lang Jr., Mason, OH, 2002 Custom Softail

Early-Riders

1st – Jim Martinez, Stockton, CA, 1950 Harley-Davidson Panhead

2nd – Wymond Walkem, Ont. Canada, 1937 Indian Chief

3rd – Ken Carr, Shelby Tap, MI, 1956 Harley-Davidson Panhead



EASYRIDERS' PICK OF THE PARTIES

Summer Run Guide

One thing we like to do here at the magazine is to hop on our scoots and blast our straight pipes down the highway, while partying down like the big dogs. You've seen our shit; everybody knows we're no slouches when it comes to gettin' down.

Over the years we've had the opportunity to scope out the best of the national biker party scene. Once again we have picked out the cream of the crop of rockin' biker celebrations for your summer party schedule.

It's summertime, the weather is warm and it's time to bust out of your shell and kick it on down the highway. With that in mind here is *Easyriders'* recommendations for the rockin'-ist summer biker parties on the planet. —*Your* Easyriders' *Party Buddies*

CALIFORNIA

May 28-31—The 20th annual United States Motorcycle Jamboree roars into Tulare County Fairgrounds. This enduring favorite, presented by the Loners Motorcycle Club features a bike show, games, and live music. Located at the foot of Sequoia National Park, there are plenty of scenic roads to get lost on while getting there. Take a chance, spend an extra $2 for a ticket to win a 100th Anniversary Dyna Super Glide. For more info call 909-357-8830, 909-593-6330 or check out www.usmj.net.

May 31—Fifth annual West Coast Thunder Ride. Show your pride and pay respect to America's heroes on Memorial Day. Ride from Skip Fordyce Center, Riverside, to Riverside National Cemetery as part of a police escorted parade of bikes with full honor guard. For info: 909-789-1995; www.westcoastthunder.com.

June 13—Rip's B.A.D. Ride VII centers at Oak Canyon Park, Orange. *Easyriders'* roving reporter Rip Rose passed away in February of 2000, but his legacy lives on with this kickin' event to benefit the American Diabetes Association. Rip was passionate in his fight against diabetes and best embodies the spirit of the B.A.D. Ride. Enjoy great music, a bike show, and more while helping stamp out this deadly disease. Leaves from many locations. For info: 800-828-8293 ext. 7446; www.ripsbadride.com.

June 25-27—Mean Mountain Run, Mammoth Lakes: Now in its second year, the Mean Mountain Run features some of the most stunning scenery in the state. The ride up or down Highway 395 is breathtaking, and the roads west into Tuolumne Meadows and Yosemite are out of this world. When you get there you'll enjoy poker runs, a ride-in bike show, games and rockin' music while vendors stand by to peddle their wares. For info: 800-200-4557; www.roadshows.com.

July 2-4 —Hollister Independence Rally in (of course) Hollister is a people-watcher's paradise. Fifty some years ago they were up in arms (or so said such movies as *The Wild One*), now the townsfolk welcome biker's cash with open arms. The main drag through town is a crush of people, crowded bars and shopping opportunities. There will be musical entertainment, a bike show, games, a beer garden and much more. For info: 831-634-0777; www.hollisterrally.com.

June 11-13—The 27th annual Redwood Run cruises into Piercy. A ride through California's coastal redwood forest is an experience you will remember for a lifetime. This year's concert features Gregg Rolie, the original voice of Santana, guitarist Joe Bonamassa, among many others. Camping is at the beautiful Riverview Ranch, right on the river. Reserve your tickets early, this event sells out every year. Harley, Indian and American made cycles only! Hosted by the Kiwanis of the Redwoods. For info: 707-247-3424; www.redwoodrun.com.

September 3-6—The Mid State Rally in Paso Robles is some hot fun in the summertime. Concerts, bike games, motorcycle shows, vintage flat-track racing, poker runs through the wine country, poker runs on the coast, biker babe contest, leather 'n' lace fashion show, kick boxing and much more. Their second West Coast Bike Builder's Challenge will be bigger and better in 2004. Don't miss the Pele' Fire Dancers. There's tons of hotels and motels in the area for the tent challenged. For more info: 805-547-9526; www.midstaterally.com.

COLORADO

September 2-6—The Four Corners Rally in the Rockies at Ignacio is back, and it promises to be better than ever. This year it's being held on the land of the Southern Ute Indian tribe. You haven't lived until you have experienced ridin' high in the Colorado Rockies. For more information go to www.rallyintherockies.com.

ILLINOIS

May 21-23—Witness the Easyriders Motorcycle Rodeo in Altamont, Illinois, at the Effingham County Fairgrounds (see sidebar). For info: 800-962-9857; www.easyridersevents.com.

June 3-6—It's the 10th annual HogRock River Rally at Cave-In-Rock. Since it's founding in 1997, HogRock has grown to be one of Illinois' premier bike events. You'll find great live music, field events, vendors, wild contests, the HogRock swimmin' hole (swimsuit optional), and camping on the beautiful Ohio River next to Shawnee National Forest. Don't miss the Garden of the Gods and the Cave at Cave-In-Rock. It's the hottest little party in Southern Illinois. For info: 866-HOGROCK; www.hogrock.com.

INDIANA

July 16-18—The ABATE of Indiana Boogie, formerly known as the Bean Blossom Boogie, is the big 'un. Last year the rally was moved to a new location, the Lawrence County Recreational Park, in Bloomington. The party continues un-ABATE-d (that's a pun, son). You must be a member of a state motorcyclist rights organization and show proof to attend. For info: 800-23-ABATE; www.abateofindiana.org.

IOWA

September 3-5—Thunder In The Sand means what it says. It's brought to you by the Circle of Pride MC of Conesville. For info call 319-726-5322, 563-732-2742 or see www.circleofpridemc.com.

July 2-4—Twentieth annual Freedom Rally: This is the ABATE of Iowa state party at Freedom Park, Algonia. Held over the July 4th weekend, it features new improved campgrounds, top-name musical acts, wild naked chicks, vendors, beer and lots of fun. For info: 641-858-5001; www.abateiowa.org.

KANSAS

September 3-6—ABATE State Run is off to Lake Perry for the ABATE of Kansas Labor Day rally. The party at Lake Perry is the nation's oldest running national ABATE rally. Food, beer, vendors, top-drawer musical acts, and adult entertainment are all part of the package. For info on this event, call 785-597-5140 or 800-657-5763; www.abateks.org.

KENTUCKY

July 15-18—The 12th annual Little Sturgis Rally and Races rocks out at the Union County Fairgrounds, Sturgis. Located in western Kentucky, the Little Sturgis Rally isn't so little anymore; it's official, over 21,000 people attended in 2003. This year's rally features live music from The Kentucky Headhunters, Cottonmouth, Southern Rock All-Stars, Dan Plowden and Frantic. They'll also hold bike drags and a custom motorcycle show. For info: 270-333-9316; www.littlesturgisrally.net.

MICHIGAN

August 20-22—Don't ya dare miss the exciting lust in the dust at the Easyriders Motorcycle Rodeo in Fowlerville at the fairgrounds.For info: 800-962-9857; www.easyridersevents.com.

MISSISSIPPI

May 28-31—The 22nd annual Gulfport Blowout at the Gulfport Dragway lights it up again. The Asgard MC sponsors this All Harley drag race with a $17,000 purse, along with a motorcycle swap meet, bike games, bikini contest, tattoo contest, live music and ongoing party. For info: 228-392-1801; www.harleyblowout.com.

NEVADA

May 28-30—Hey, it's the 3rd annual Run-a-Mucca at Winnemucca. Big Air Extreme returns for three jumping exhibitions, and there will be an expanded bike show. Live music will fill every day, and Briefcase Full of Blues will rock the headliner concert. Visit the local "ranches," and party in the red-light district. One of the best kept secrets in the west, we've now gone and blown its cover. Everybody knows we're blabbermouths. For info: 775-623-5071 ext. 102; www.runamucca.com.

September 16-19—The Las Vegas BikeFest struts its stuff at The Fremont Street Experience in downtown Las Vegas. Custom bike shows, vendors, prizes and giveaways along with big-name entertainment. We're hearing good things; the show has finally grown wings, as they say. Rooms are plentiful and cheap, unlike many other rallies. For information: 866-245-3337; www.lasvegasbikefest.com.

NEW HAMPSHIRE

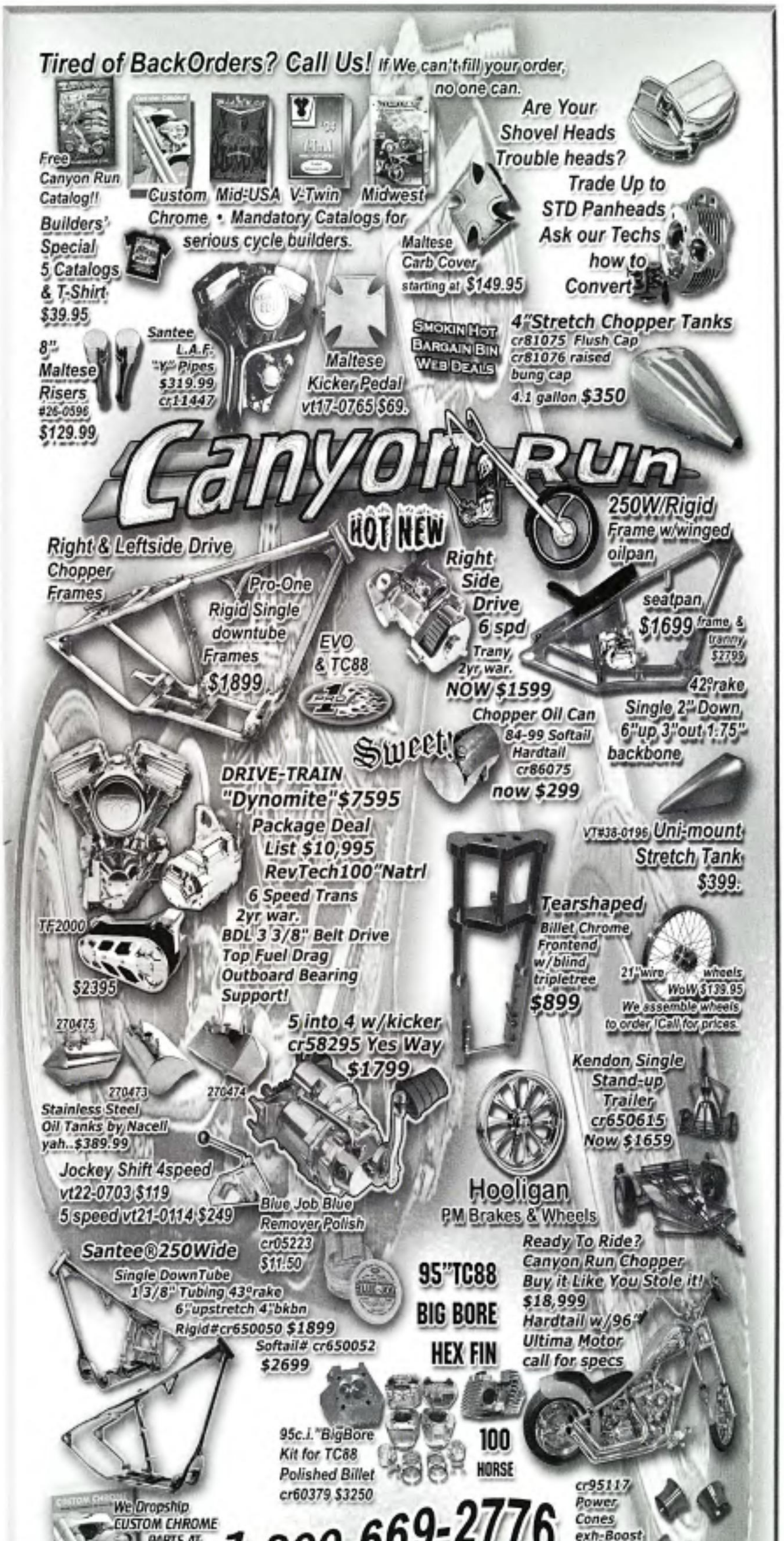
June 12-20—Eighty-first annual Laconia Bike Week: it's the oldest bike rally in the country, and one of the Big Three rallies in the country. A must-attend event for East Coast bikers, but if you don't already have a room, expect to camp. Nearly 375,000 people attended last year's rally. For info: 603-366-2000; www.laconiamcweek.com.

NEW MEXICO

May 28-31—Twenty-first annual Red River Run; here's another of those "best kept secret" biker rendezvous. The sleepy little town of Red River opens its doors to thousands of bikers for the Memorial Day weekend. Surrounded by the magnificent scenery of the "Enchanted Circle," high in the Sangre de Cristo Mountains, the event is crowned with a road trip to the Vietnam Veterans Memorial Ceremony in nearby Angel Fire. For info: 800-348-6444; www.redrivernewmex.com.

NEW YORK

May 27-30—The 20th annual AMJam plays out at the Sunshine Fairgrounds in Cobleskill. Billed as the "three-day non-stop city of cycles," this event, held out at the 100-year-old Cobbleskill Fairgrounds, features two-wheeled games, six great live bands, a bike show, motorcycle swap meet, fireworks, and a tattoo contest. For more information call 518-346-0521; www.am-jam.com.



NEW YORK CONTINUED

June 7-12—The 22nd Americade at Lake George is the world's largest multi-brand motorcycle touring rally, drawing nearly 50,000. For tourers, sport tourers and cruising motorcycles, Americade is a gathering of friendly, fun-loving folks, for whom motorcycling is a hobby. Certainly not the rowdiest group, but if you are serious about touring, this may be the rally for you. For info call 518-798-7888; www.tourexpo.com.

July 2-4—It's a must! See the Easyriders Motorcycle Rodeo blowin' 'em out at the Middletown Orange County Fairgrounds (see sidebar). For info: 800-962-9857; www.easyridersevents.com.

NORTH CAROLINA

July 9-11—There's nothin' finer than to be in Carolina for the Easyriders Motorcycle Rodeo; it's smokin' out at the Wilson County Fairgrounds For info: 800-962-9857; www.easyridersevents.com.

OHIO

July 23-25—Eighteenth annual Wetzelland Swapmeet and Party. Games, live music by big bands, a bike show, tattoo contest, camping, and swimming in Bar and Shield Lake. The party is for adults only, and people are drawn from across the United States and Canada as well as several foreign countries. For info call 419-587-3826; www.wetzelmc.com.

September 1-6—An unsurpassed annual treat: the Easyriders Motorcycle Rodeo Grand Nationals in Chillicothe at the Ross County Fairgrounds (see sidebar). For more inforamtion: 800-962-9857; www.easyridersevents.com.

OREGON

May 28-31—Twenty-seventh annual ABATE Fossil Campout, which is all a part of the ABATE State Run. A run that's been around this long has to be great. It includes games, tattoo contest, adult entertainment, vendors, food, prizes. Proceeds go to motorcycle rights and education. For info: 503-285-4329; www.abateoforegon.org.

PENNSYLVANIA

June 18-20—Twenty-seventh annual ABATE State Party goin' down in Hazen. The hardworking folks at ABATE of Pennsylvania have to take some time off and let loose. Hazen is the excuse. You must be a member of a motorcycle rights organization or the guest of one to attend. For more info: 717-234-3777; www.abatepa.org.

July 23-25—The Penn-tabulous Easyriders Motorcycle Rodeo roars out in Prospect at the Butler Fairgrounds (see sidebar). For information: 800-962-9857; www.easyridersevents.com.

SOUTH CAROLINA

May 7-16—Myrtle Beach Spring Motorcycle Rally: More than 300,000 motorcyclists are expected to attend this year. Here you will find plenty of bikes, booze and bikini-clad babes. For info call 843-477-1366; www.myrtlebeachbikeweek.com.

SOUTH DAKOTA

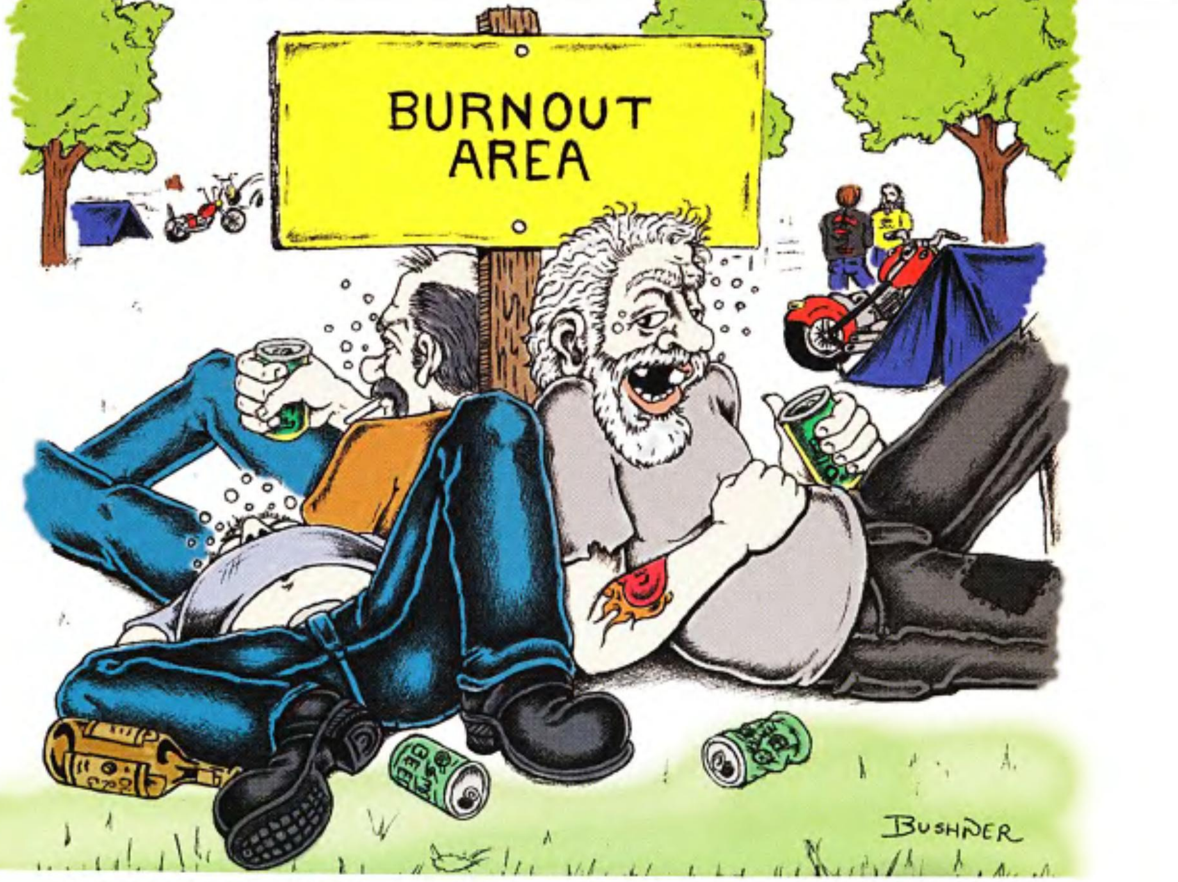
August 9-15—Sixty-fourth annual Sturgis Motorcycle Rally and Races...what more can be said about this biggest of big ones that hasn't already been said? Suffice it to say it is the most famous motorcycle rally in the world. From the dazzling scenery of the Black Hills, to the wildest parties on the planet, Sturgis is the best. For more info check out www.sturgismotorcyclerally.com. Be sure to visit the founders of the rally, the Jackpine Gypsies, at www.jackpine-gypsies.com.

TEXAS

June 3-6—The Republic of Texas Bike Rally at the Travis County Expo Center in Austin is the biggest biker rally in Texas; as they say, 40,000 bikers can't be wrong. It features a concert by Hank Williams Jr. on Saturday night. It's been a long damn time since Hank has played in Texas, and there is no additional charge for the show. Also featuring the famous Friday night biker party in Austin, a bike show and biker games. You'll want to take a tour of Austin's hill country while you are there. There will be vendors and live music all days. Plus, this is the Southwest stop for the Chop Shop Tour, featuring Billy Lane, Martin Brothers Bikes and Jesse Rooke Customs. Talk shop with some of the best builders in the country. There is only one ROT Rally, accept no substitutes. For info call 972-866-8363; www.rotrally.com.

WASHINGTON

September 26—The Oyster Run in Anacortes is the largest motorcycle run in the Pacific Northwest, with thousands of riders converging on this



"See there, bro, just like I told ya...our own reserved camping spot."

picturesque fishing village for one terrific party. Great riding country along the way; pile your plates high with pounds of oysters and wash it all down with gallons of beer. The Oyster Run won't leave you disappointed. For information go to www.oysterrun.org.

WASHINGTON D.C.

May 30—Ride for Freedom-Rolling Thunder 17. Last year's event drew between 500,000 and 700,000 vets and supporters to the Vietnam Veteran's Memorial. Rides leave from as far away as California and are joined by riders from across the country. For complete schedule call 908-369-5439, or see www.rollingthunder1.com.

That wraps up our "Pick of the Parties" for the summer of 2004. For a complete list of all the biker parties on the planet, be sure to head to the newsstand and pick up the June issue of *Biker* magazine, the "Best Biker Parties." Get on that bad motorcycle and ride!

—*Kit Maira*

Easyriders Motorcycle Rodeo Tour 2004

It's hard to believe, but 2004 marks the 17th year for the Easyriders Rodeo Tour. What a long strange trip it's been. From its humble beginnings in 1987 in Ventura, California, the Easyriders Rodeos have since thrilled hundreds of thousands of motorcyclists all around this beautiful country of ours.

Experience the thrills and spills, the muck and the blood, there's nothing like the smell of gasoline and a choking cloud of dust to arouse your senses after you've partied with a few thousand of your closest compadres all night. When the 2004 Easyriders Motorcycle Rodeo Tour comes to a fairground near you, be sure you don't miss it!

May 21–23	**Altamont, Illinois** Effingham County Fairgrounds
July 2–4	**Middletown, New York** Orange County Fairgrounds.
July 9–11	**Wilson, North Carolina** Wilson County Fairgrounds.
July 23–25	**Prospect, Pennsylvania** Butler Fairgrounds.
August 20–22	**Fowlerville, Michigan** Fowlerville Fairgrounds.
September 1–6	**Grand Nationals** Chillicothe, Ohio Ross County Fairgrounds.

For information about the tour, see the ad on the back page of this magazine, call 800-962-9857, or visit www.easyridersevents.com.

BACK ISSUES
VQ AND QUICK THROTTLE

SPECIAL BLOW-OUT PRICING!

VQ	SPRING	SUMMER	FALL	WINTER
1994	1	2	3	
1995	5	6	7	8
1996		10	11	

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30		32			

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1995			1	2	3	4
1996	5	6	7	8	9	10
1997	11	12	13	14	15	16
1998	17	18	19		21	22
1999	23	24		26		
2000	All 2000 Sold Out					

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HARLEY HONEYMOON — A ROAD TALE BY EDNA C. NORRELL

It was a sultry hot day in the little country church. The congregation fanned vigorously with whatever they had in hand, mostly hats and songbooks. Some were lucky enough to own fans given away by insurance salesmen trying to persuade folks to buy insurance, or the Farm Bureau hoping to convince farmers to dust for cotton boll weevils.

The year was in the middle of the Great Depression and selling anything to anybody was a major achievement. So unfortunately there were a lot of people without fans. So they fanned with what they had and discreetly wiped their sweating faces with flour-sack handkerchiefs.

The preacher was perspiring long before he rose to deliver his sermon. But the services would be short because there was to be a wedding just after he quit preaching. Zulu Bell (better known as simply Zu) Ledbetter and Frank "Fudge" Wilkins were going to tie the knot before the congregation. A more unlikely couple would have been hard to find.

Zu was tall and lanky, a good 5 feet 10 inches tall and would have been hard pressed to weigh 120 pounds wearing all her clothes and shoes. Her hair was sun bleached and her skin tanned from working long hours in the sun. Her pa did not believe in allowing his 11 kids to be lazy, though he sat in the shade and directed operations on his rundown 20-acre farm.

Fudge's name suited him perfectly. He, too, was 5 feet 10, but he weighed at least 250 pounds; he was as big around as he was tall and most of his weight was located in his abdomen. He was an odd-job fellow, working sometimes at the sawmill, and again sometimes at a shingle or the planer mill; occasionally he did some garden work for his neighbors. In fact he was a man about the countryside, jack-of-all-trades, master of none.

The wedding went off fine. The blushing bride was lovely. Her dress was blue with huge red roses meandering around the hemline. The hems of dresses were in style if they touched the leg about 2 inches above the ankle.

Zu's dress evidently was cut in time of high water; it was an inch above her knees. She had borrowed it from Twanna Jenkins, who got it from her cousin, Isabelle, who had inherited it from her aunt when she died. In these lean times, there was a lot of borrowing and lending going on. In no time flat, the ceremony was over, Zu was now Mrs. Fudge Wilkins and Fudge had a wife.

Zu rushed out to the dressing room, which also served as the ladies out house, to change into her traveling clothes. She was happy, ecstatic and lost no time in changing into her traveling suit, a white feed-sack shirt and a red fully gathered dirndl skirt, which were borrowed from Prudy Appleby.

She gathered up the wedding dress, stuck her feet in the well-worn, 2-year-old sandals and lit out of the church to give back the borrowed stuff. That done, she looked about for her groom. Albert Jones told her Fudge was out behind the church. Zu was mystified as to what he could be doing out there and hurried around the building to find Fudge leaning indolently against what appeared to be a motorcycle.

Well, in its heyday it had been a motorcycle but in its present state of mismatched bolts, screws, ropes and wires, it was hard to tell if it was indeed a bike or a two-wheeled wheelbarrow. Zu eyed it suspiciously,

"And what is that?" she inquired, a note of disgust her voice.

"Well, don't you know a motorcycle when you see one?" Fudge retorted, a bit stung she would be so...well, critical. "You have seen a motorcycle before, ain't you?" Then, a little more sweetly, "It's our motorcycle we are going on our honeymoon on, Sugar Doodle."

"Not in this lifetime!" Zu shot back. "Are you out of your ever-loving gourd?"

"Aw Sweet Pea, look at it," Fudge said in a wheedling tone.

"That's what I'm doing and I don't like what I see!" his bride shouted. "You didn't buy this pile of junk did you?"

"Well, I sort of bought it...for our honeymoon," he replied. "Ah, Sweetie Pie, come on. It will be a lot of fun, with the wind in your face, the open road before you."

"And rain coming down. There is no such thing as sort of. Either you bought it or you didn't."

"Ah, come on Honey Pot, it is so much fun, riding in the wind and—"

"Can you ride this thing?" Zu cut him off.

"Sure I can. I rode it all yesterday afternoon," Fudge boasted. "Shoot, I am an expert now," Zu said.

"I'll bet! You don't become an expert in one afternoon, Fudge." Zu said with biting sarcasm. But still.... The thought of riding on a motorcycle did have its appeal. "What's that?" Zu said pointing to a piece of plank about a foot long and 10 inches wide. Two holes were in the middle and hay bailing wire was run through to tie under the back fender.

"That's your seat." Fudge explained eagerly. "You can wrap your arms around my waist and sit on that board and—"

"That board is not half as wide as my backside!" she exclaimed.

"It sure is, Sweetie Pie you got a cute little—"

"Shut up before you say some thing you will regret!" she barked. "Just where am I supposed to put my legs and feet, I'd like to know."

"Simple, stretch your legs around and beside me, rest your feet on my knees."

"Uh huh," Zu muttered, still eyeing the bike with distrust. "The tires are slick as a peeled onion, they're gonna pop before you get out of the church yard."

"Oh, no. Jim, the guy I bought this from said they are good for another 1,000 miles." Fudge assured her. "We only have a couple of counties to cross to reach our honeymoon house. We are on the western side of Baldwin County, uncle Ferd and his family live in the eastern edge of Elmore County."

"Just how did we come by this honeymoon suite?" Zu asked.

"Uncle Ferd and his wife and eight kids got a job down the southern part of the state to pull and pick peanuts for two weeks. He turned his home over to us for our honeymoon," Fudge crowed. "T'wont be nobody there but me and you, Sweetie Pie."

"If we live to get there." Zu retorted sourly. "Well, lets get this show on the road, no use wasting time standing here jawing."

Some folks milling around near the back of the church were watching and wagering whether or not the couple would leave on the bike. Zu still looked as though she had sour persimmons in her mouth. She glared daggers at her beloved; right now she would swap him for a used wheelbarrow.

"Sugar, just think, we will be riding and seeing mountains that touch the sky," Fudge crooned.

"You know blasted well there ain't no mountains twixt here and the east side of Elmore county," she said shaking her head.

Fudge looked so crest fallen, that Zu relented just a dab: "Well, all right, maybe it would be fun to ride on one of them things." She handed him her bag and Fudge wedged it between his seat and the makeshift plank seat on the back. He helped her on the bike and jumped on the starter. Zu wrapped both arms around his middle, swung her feet around him and

rested them on his knees. "Hang on!" Fudge yelled.

They were off, and in two seconds Zu's hair had come loose from the bun she wore it in and was streaming straight out. Oh well, there was nothing she could do about it at the speed they were going, had to be at least 100 miles an hour. Actually they would have been pushing it to reach 20.

They approached the crossroads where they were to take a right turn and the front wheel hit a big rock that threw the bike off kilter. Fudge, being a green horn, didn't know how to right it so the bike went one way, Fudge and Zu in opposite directions. Neither was hurt badly, just bruised elbows and knees and a scare. Zu was the first to get her equilibrium back. She glared at Fudge and snorted, "So Mr. Smart Alec rider, what happened to your expert riding? You 'bout killed me."

"Huh, you look pretty alive to me," Fudge shot back, "but do something with that hair." He handed her his red bandana and she tied it around her head.

"Look Sugar Pie, I know you are mad at me for not having a car to take us on our honeymoon, but honest, I figured to give you the ride of a lifetime…and it takes so little gas…," he finished lamely.

"Oh, it's okay, it's an adventure anyway," Zu said reassuringly.

Then, once more they were off down the road. Meeting a car on the road had not been exactly in Fudge's training. He had the whole road to himself yesterday when he was learning to ride. What now? Well, the road looked wide enough for both car and bike, but still, just before the car started to pass, Fudge swung right and took off across a corn field; actually it was the middle between two rows of corn.

Zu was bouncing almost off her precarious seat, and was screaming bloody murder. Her heels had fallen off Fudge's legs and now her legs were sticking straight out beside the bike. Long, knife-sharp corn leaves had done a good job of cutting her legs, arms and face. Fudge was faring little better, his face and arms as well as hands and legs were red streaked. Zu was yelling, "Stop! Stop!" at the top of her lungs.

He finally did, when he ran into a terrace, a long banked mound that was usually the length of the field put there to prevent erosion. They literally fell off the bike, each trying to get their breath.

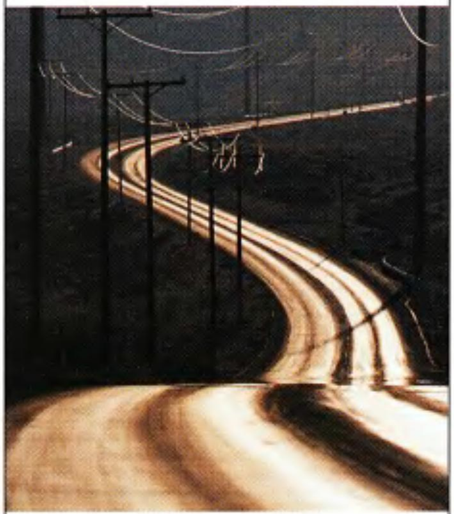
"I am beginning to think maybe we didn't need a honeymoon." Zu remarked quietly. "This is too much sugar for a dime."

Fudge was busy trying to get the bike off the terrace; he finally did and pushed it back down the middle of the cornrows. Once again on the road, they started out again.

"T'aint far now, just a couple of miles," Fudge observed. Zu didn't bother to answer.

As they topped the next steep hill, going at a rather fast clip, Fudge panicked and forgot to let up on the gas. In a moment they were going at an uncontrollable speed, especially for the green horn driver. Zu's full skirt became an umbrella, and then wrapped around her face, both heels went up, she almost lost her grip on Fudge, all the time screaming at the top of her lungs.

A small creek meandered across the road at the bottom of the hill, with a narrow bridge spanning it. And on the other side, yet another hill. They whizzed over the bridge, got half way up the other



incline before Fudge thought about letting off the gas, and then completely forgot about brakes.

They rolled backward too fast to jump off and fell over the side of the bridge into the creek. The water was about 3 feet deep; Zu landed on her bottom, the skirt plastered over her head and face. Fudge sat upright on the submerged bike, his face a sickly, pasty white, eyes wide and staring.

When Zu finally wrestled the wet skirt off her head and face, she looked at Fudge, recognized he was in shock and bopped him up side his head hard enough to rattle his teeth, then gave him a hard shove. He slid off the bike and the water rose about a foot on the banks. He came up sputtering. They could only stare at each other; there was really nothing to say.

After much tugging and straining they got the bike back on the road. It was, of course, thoroughly waterlogged. Fudge, with Zu's help, pushed it up the hill to the yard of the house and leaned it against a tree.

The house consisted of two rooms, a sagging front porch and decaying steps. Inside they found one broken down bed, a stack of tattered quilts in another corner, a rusty number seven stove in the kitchen and a long table with equally long benches on either side.

"Is this where your uncle lives?" Zu ask incredulously. "This is no better than a pig sty, they could at least clean it up." Fudge merely nodded.

They stayed one night, mostly due to the fact both were exhausted. The next morning an overall-clad, fellow with a wide-brimmed straw hat atop his head, a corncob pipe stuck in his mouth and leading an old mule stopped to look at the bike.

"Howdy, m'name's Will. Is that a motorcycle?" he wanted to know.

Fudge merely nodded.

"Is it yours?" Will asked.

Again Fudge nodded.

"Wal, do you want to sell it or swap it fer something?"

Fudge sat straighter. This guy didn't look like he would have anything valuable enough to swap for a motorcycle. "Like what?" Fudge wondered.

The fellow pushed his hat back, scratched his head and said, "Wal, I don't rightly know, maybe this here mule?"

Fudge looked at the mule; it could sure use a feedbag. "Nope," he said, "that old bag a bones ain't worth a third of the motorcycle." Then an idea seem to hit him. "Got anything to go with the mule? Like a cart or buggy?"

"Got my grandpa's buggy, but it ain't much good anymore," Will said now pushing his hat forward to scratch the back of his head. "Got a wagon but it ain't got but three wheels. Might could find another wheel…." He stopped and gave Fudge a puzzled look. "You mean you would swap that perty motorcycle for this old mule and a broke-down wagon?"

Fudge nodded. And by the look on Will's face, he couldn't believe his luck.

A wheel was found, and jack-of-all-trades Fudge got it on the wagon tied with wire and ropes. He hitched the mule to it and left the motorcycle with Will. Fudge didn't bother to ask Will if he could ride it, didn't matter, Will would soon find out.

So newlyweds, Fudge and Zu, traveled across two counties in a dilapidated, broken-down wagon pulled by a mule just about on its last legs. They had to make stops often to let the mule rest and eat some grass along the roads.

You can believe that motorcycle honeymoon was a long time remembered and told to their grandchildren. Sometimes it was made worse in the telling; how much worse, was debatable. ■

A BIKERS GUIDE TO GAINFUL EMPLOYMENT

GET A JOB!

Anyone who has ever sat in a dentist's waiting room, about to experience the thrill of the root cannel, knows that job interviews are way worse than this. At least when you go to the dentist you know what kind of pain to expect. Job interviews are like going to the dentist and not being sure if he's going to use a laser beam or a hammer and chisel.

Every interviewer has their own technique, their own methods of making you sweat. They have carefully laid plans and often years of experience to come at you with. You, on the other hand, have to go in cold and try to figure out how to convince a total stranger to give you a job, without letting him see that you're the kind of person who draws beards on pictures in the newspaper and falls asleep on the toilet.

Making a good first impression on your interviewer is of the utmost importance. Be on time, dress appropriately, be polite. Basically do all the things you won't be doing six months after you get hired. On the other hand, if you're one of those honesty freaks, you could just be yourself. You could go to the interview hungover, late, and smelling like a strip bar toilet, just to make it clear what he can expect every morning if you do get the job.

Of course the most frightening part of any interview is the questions. After all, that's why you're there. To answer any question, no matter how perverse or totally unrelated to the position you've applied for. And if you want the job, you have to answer. You can't pretend that you're in court and refuse to answer on the grounds that you might incriminate yourself. A job interview is nothing like court. You have no rights.

If, like myself, your unique personality has led you to many career changes, you've probably come to realize that there are certain questions that almost every interviewer asks. It's like they all go to the same school of interrogation to learn the basics. The advantage to the job hunter in this situation is that you learn to say what they want to hear. Not the truth, mind you. The truth has no place in a job interview. They're not so concerned with what your answer is as they are with how well you formulate that answer. They know you're going to lie, what they really want to know is how well you lie.

You must exercise a bit of caution though. Deceit can take a toll. One time I told so many lies to an interviewer that my vocal cords seized up on me. I'm not kidding, half way through the interview I found myself unable to speak. Maybe it was some sort of punishment from God for being so full of crap? Maybe it was a kind of psychic omen because the job turned into a disaster? Maybe the bullshit just plugged up my throat? The weirdest part is that I got the job. I don't know if my future boss took pity on me, or maybe he thought he could get some kind of government subsidy if he hired somebody who was obviously retarded. Whatever it was, I got the job. True, a few weeks later I was wishing I hadn't, but for a while I felt pretty lucky.

Just so you're not caught off guard, I've taken the time to write down the questions you are guaranteed to hear, as well as what you should and shouldn't say when you encounter them. With the right preparation, even you can participate in the interview process with your feet firmly planted on the floor, rather than inserted deeply into your mouth.

Question No. 1: Where do you want to be five years from now?

The first time I heard this question I was stunned silent, not because I didn't want to say anything, but because of all the thoughts roaring through my head. I had to fight the urge to say, "How the hell am I supposed to know? I guess I'd like to have my bike out of the impound yard, have a really big TV, and be in Year 4 of an affair with your wife. I know for sure I don't want to be working in this shithole. Maybe I'll be working for your biggest competitor having gained your trust then stolen all your secrets." However, giving an answer like this may not get you the job you were after and might even get you assaulted. Try something like this instead.

"Well sir, in five years I don't expect to be at the top of the corporate ladder, but I do expect to have moved in that direction. I'd like to be in a position of responsibility and trust with your company, so that I may demonstrate the type of ability that I feel I possess." Be careful not to sit too close to anyone while you give this response. You don't want to poke out their eye when your nose starts to grow.

Question No 2: What are your strengths?

As tempting as it is to be a smart ass, don't tell him that you can bench press your own weight and how you once pushed your Road King out of a muddy ditch, by yourself, after a lengthy evening of tequila shooters. Don't tell him you can carry 4 dozen beers at the same time if you're in a hurry. When it comes to strengths, they want to hear words like creativity, honesty and dedication. They want to hear task oriented, punctual and willing to learn. Of course, what they really want to hear is subservient, weak and easy to push around, but few people bother to include this in their answers.

Question No. 3: What are your weaknesses?

This question is tricky. You don't want to accidentally let any of your real weaknesses slip out, such as easy women, cheap liquor, strippers, X-rated movies, and phone sex lines. Alhough these may be your true weaknesses, it's not what they want to hear. They want you to dream up an answer that will truely

demonstrate your ability to respond to stupid questions without breaking into a sweat. There's really no wrong answer, as long as you don't tell the truth.

One time, I was so thrown by this question that my bullshit response totally froze up on me. I ended up telling my potential boss that, when it came to this particular job, I could think of no weakness to speak of. Believe it or not, I got the job. It wasn't until many months later, when they assessed my performance, that they discovered my greatest weakness was lying at job interviews.

Question No. 4: What salary range were you looking for.

Everybody has different needs when it comes to salary, depending if you need to feed a serious alcohol dependency, have a family, or both. When you consider the answer, make sure you've allowed for savings so you can build up a bit of cash to tide you over until the unemployment checks start to come once you have been fired.

I like to answer the wage question by simply expressing that I'll accept whatever the industry standard might be. That way they can just pay you whatever their starting wage is, like they planned to all along.

Question No. 5: What do you feel you can bring to our company?

The obvious answers might be my lunch, a six-pack of beer, and a pillow so my face doesn't get sore when I sleep at my desk, however, these would be the wrong answers. Once again, they want to hear words like enthusiasm, dedication and punctuality, so give them what they want. Maybe re-use some of your previous answers if they apply. Trying to think up too many original lies in one day could cause you to blow a fuse and accidentally slip into truth land. If you end up there you'll never get a job.

Question No. 6: Why did you leave your last position?

Be careful with this one because they may have already checked with your previous employers and gotten their side of the story, so your answer must mesh with what they might have said. If you left on really bad terms about your only option is to claim you left because of a "personality conflict."

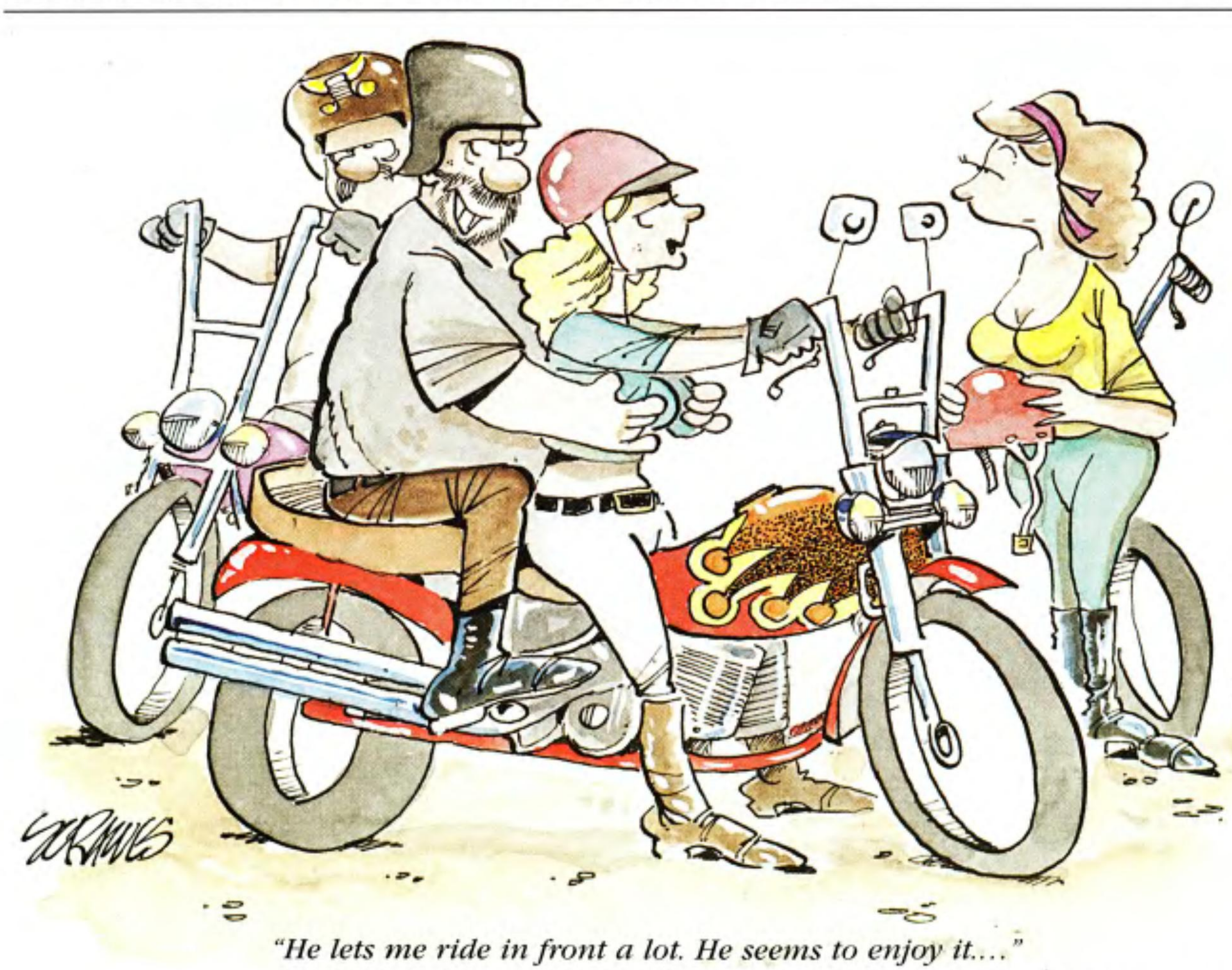
For example, if you were fired because you called your previous boss an idiot dictator who wasn't fit to sweep up elephant shit, you may want to claim you had a personality conflict.

If you tossed him down a flight of stairs and lit his car on fire, again, personality conflict.

If you got drunk and didn't show up for work for a whole week, and when you did you smelled like corn liquor and cheap perfume, that's right, personality conflict. People tend to buy this excuse. After all, you can't get along with everyone. Just try not to give the impression that you can't get along with anyone.

When all is said and done, job interviews leave me with a headache and a bad taste in my mouth. With so much ass kissing and deceit packed into such a short period of time, you start to wonder if you even want the damn job. I believe it was Grocho Marx who said, "I wouldn't join a club that would have me as a member." On the same note, do you really want to work for a company who would have you as an employee?

—Greg White



"He lets me ride in front a lot. He seems to enjoy it...."

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3/12-3/14	Open
3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side Harley-Davidson - Bellevue, WA
4/9-4/11	Open
4/16-4/18	Cycle Center - Fremont, CA
4/22-4/24	Laughlin River Run - Laughlin, NV
4/29-5/2	River City Bikefest - San Antonio, TX
5/7-5/9	Mahrle Harley-Davidson - Battlecreek, MI
5/12-5/15	Bike Week - Myrtle Beach, SC
5/21-5/23	Brian's Harley-Davidson - Langhorne, PA
5/28-5/30	Bridging the Gap - Myrtle Beach, SC
6/4-6/5	Doc's Harley-Davidson - Kirkwood, MO
6/12-6/13	Gutteridge Harley-Davidson - Danville, IL
6/16-6/19	Laconia Bike Week - Laconia, NH
6/25	Big River Rally - Ft. Madison, IA
6/26	J&P Cycle - Anamosa, IA
7/1-7/3	Ernie Williams Harley-Davidson - Algona, IA
7/10-7/11	Gengras Harley-Davidson - E. Hartford, CT
7/16-7/18	Open
7/23-7/25	Bikefest - Carlisle, PA
7/2-7/31	Honda Homecoming - Marysville, OH
8/6-8/8	MidAmerica Moto Plex - Sioux Falls, SC
8/11-8/14	Full Throttle Saloon - Sturgis, SD
8/20-8/22	Matthew's Funmachine - Matthew NC
8/27-8/29	Hals Harley-Davidson - New Berlyn, WI
9/2-9/5	Abate of MN State Rally - Meeker Fairgrounds Litchfield, MN
9/9-9/12	Loess Hills Rally - Council Bluff, IA
9/17-9/19	H-D of San Jose - San Jose, CA
9/22-9/26	H-D of Reno - Reno, NV
10/1-10/3	Bikes, Blues & BBQ - Fayetteville, AR
10/8-10/10	Rio Grand Valley H-D, Pharr, TX
10/16	Jim's Harley-Davidson - St. Petersburg, FL
10/21-10/23	Biketoberfest - Daytona Beach, FL
10/29-11/1	Open
11/6	Stone Mountain H-D - Lilburn, GA
11/13-11/14	Bike Fest - Okeechobee, FL
11/19-11/21	Open
11/25-11/28	Happy Thanksgiving
12/3-12/5	Open
12/10-12/12	Open
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12/31	Happy New Year
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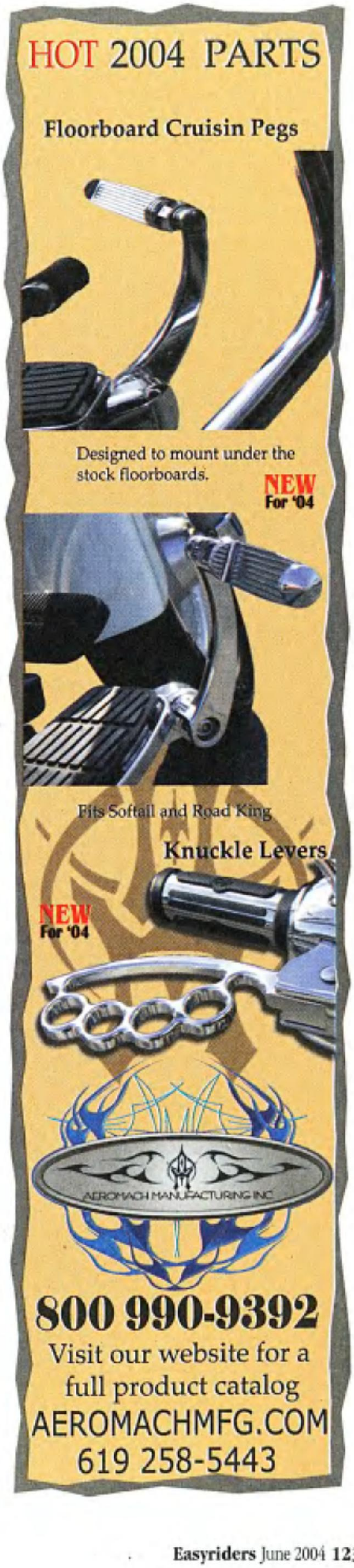
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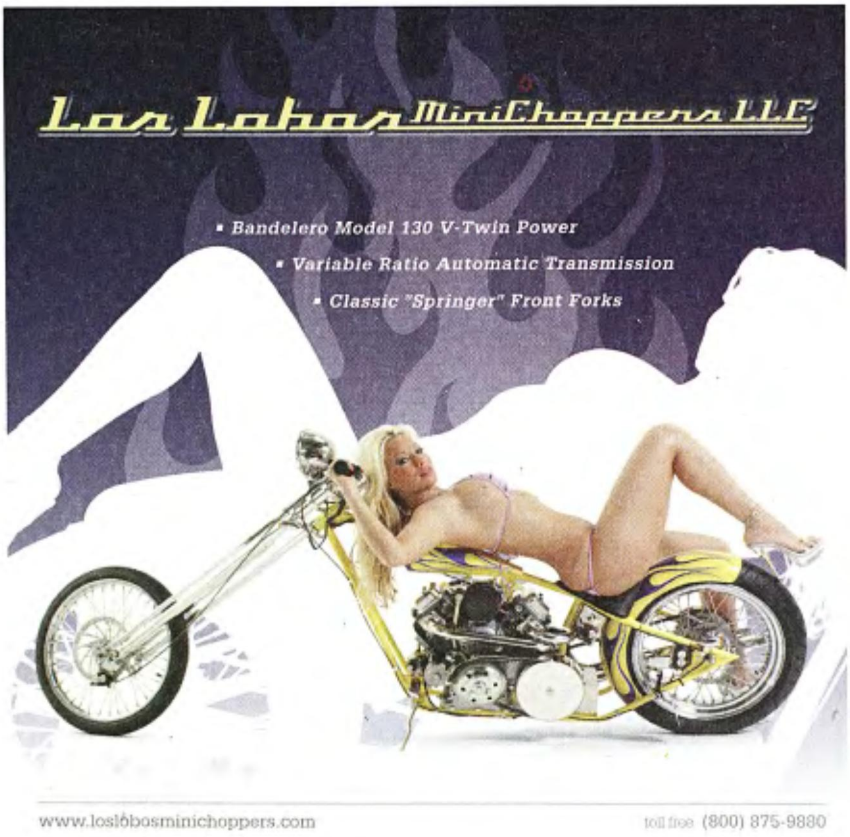

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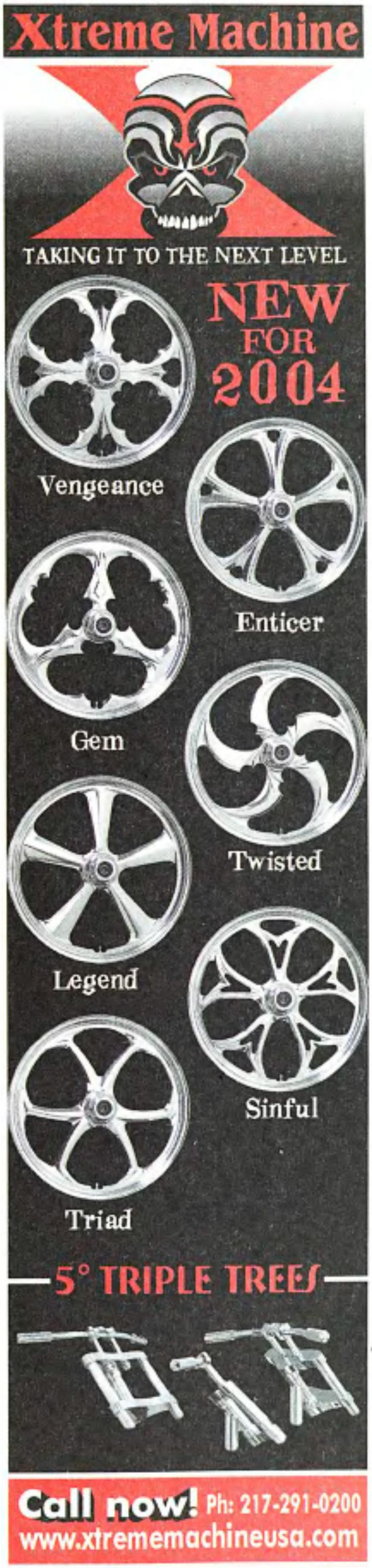

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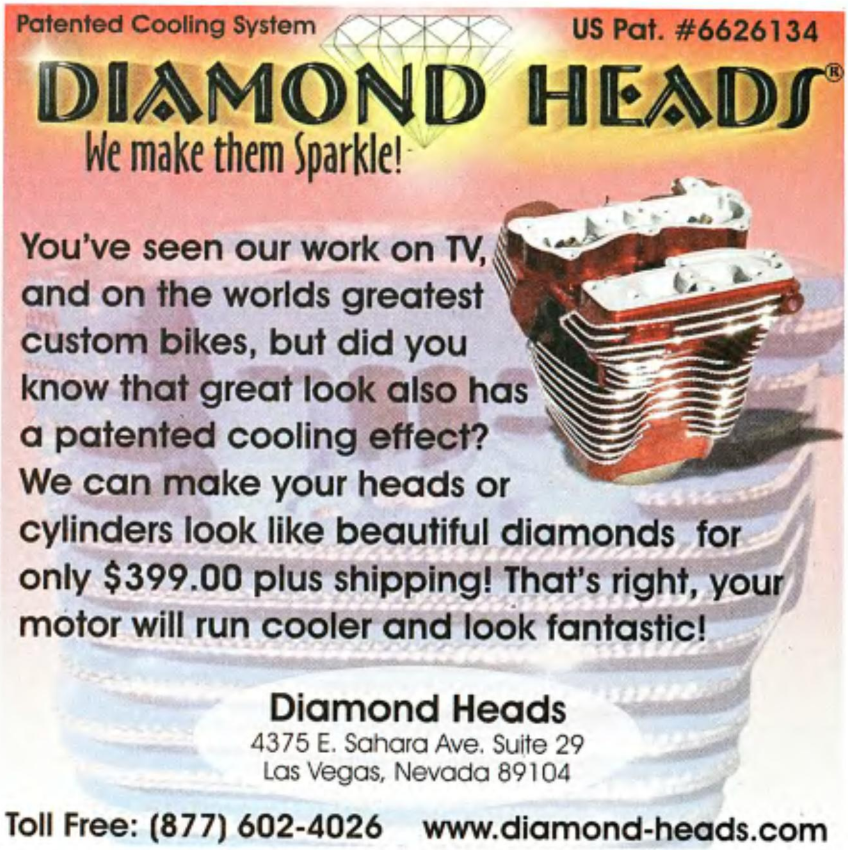

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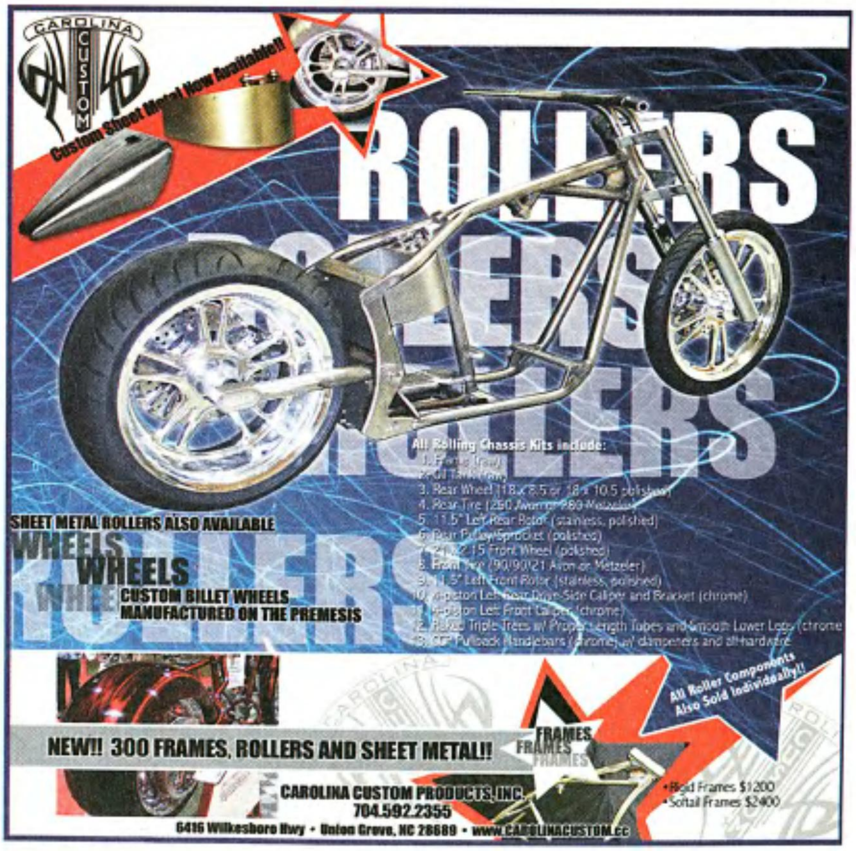

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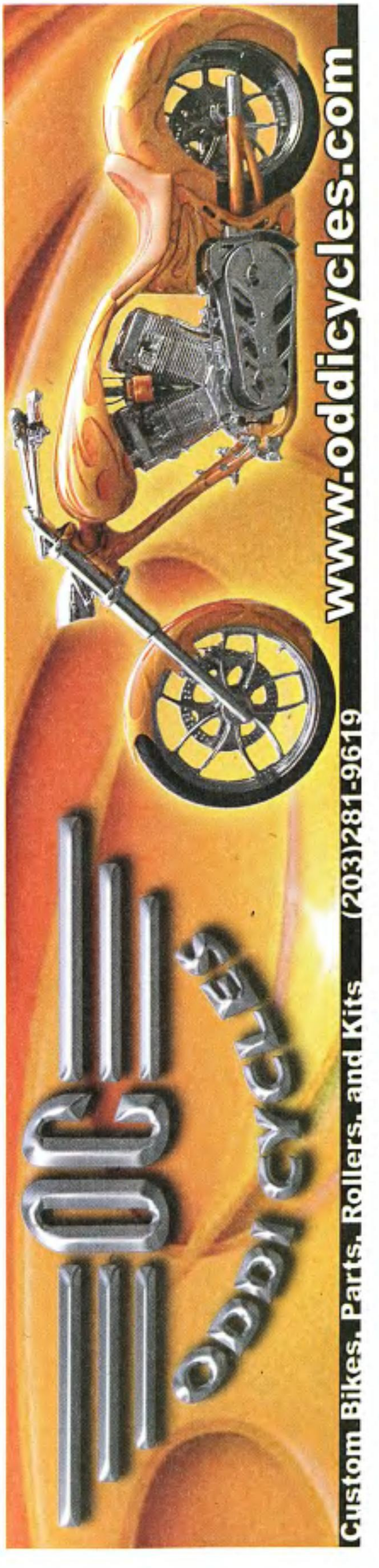
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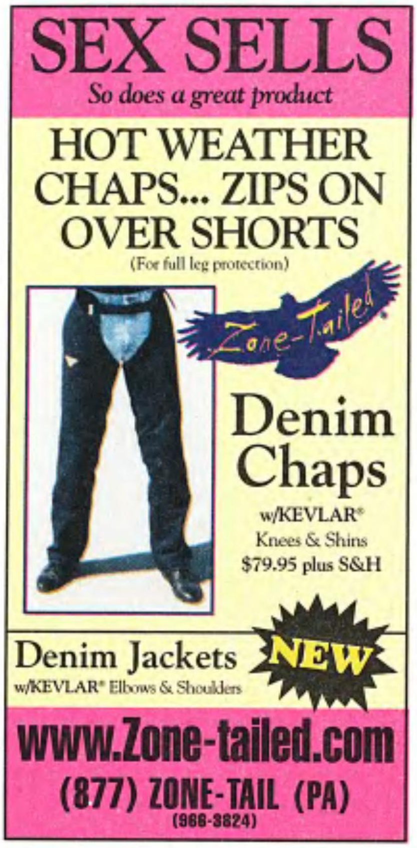

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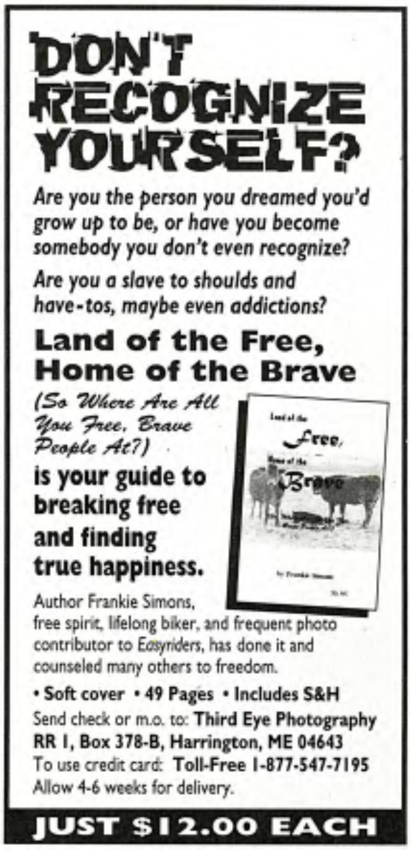

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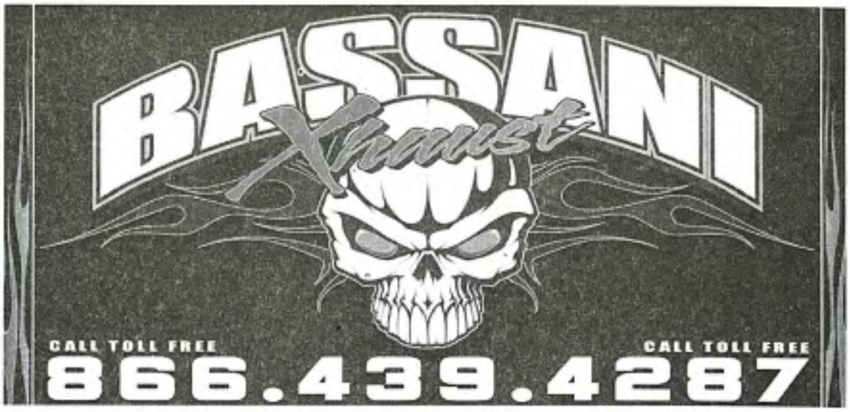

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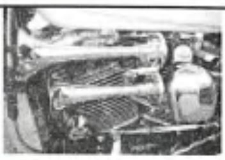

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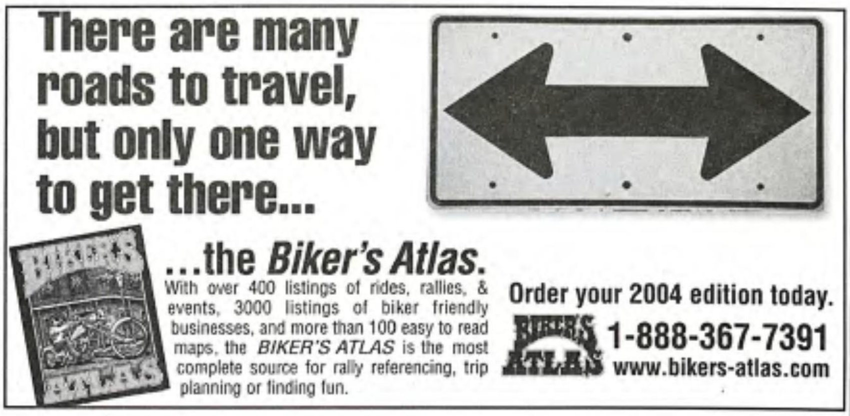

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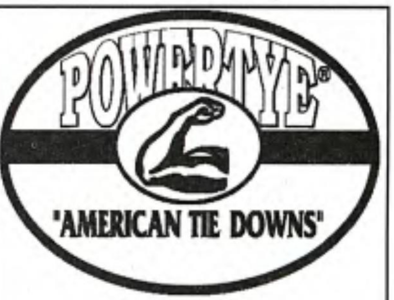

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LOS LOBOS MINI CHOPPERS COME WITH A V-TWIN NOW

They're More Fun Than A Frog Down Your Girlfriend's Panties

It's official, Los Lobos Mini Choppers LLC went completely loco and can now offer their Mini Choppers in two exciting configurations. The Model 130 V-twin Bandalero (featured in our issue No. 363), and now the Model 130 Son Of A Gun 5.5.

Both models are chock-full of great features that until now could only be expected from full-sized motorcycles. The Mini Choppers have a 130-series rear tire and an electric starter for ease of operation (most minibikes only offer kickstart or a pull rope). Each bike is loaded with chrome and billet components, with the piece de resistance being (no, not the gal) this exquisite, 3/4-scale springer front end. The polished wheels are laced and use a billet aluminum hub and a trick, disc brake system. Other must-have components include chromed exhaust, chrome headlight, billet foot pegs, chrome kickstand and chrome handlebars.

The Bandalero model (pictured here) has a 25 horsepower V-twin engine with two carburetors and dual overhead valves that, according to the manufacturer, will take you beyond a mini-chopper ride, straight into the thrill of a full-sized custom bike.

The Los Lobos Mini Choppers use a variable-ratio belt primary to transmit their power to the rear wheel. As the throttle is twisted open, the engine is kept in its optimum power range as the transmission adjusts to load and speed with no effort or thinking from the rider.

Frames for the Mini Choppers are custom designed and made from powder-coated steel.

These motorized mini-choppers are shipped assembled by Los Lobos.

Call Los Lobos at 909-594-7808 for more information and log on to www.loslobosminichoppers.com to see more models.

—Lafayette

Photos: provided by Los Lobos

The time has come to reflect upon mirrors (sorry, couldn't resist). Ya know, once you buy a new bike, the first thing you do is start putting parts and accessories on it to make it your own. In the performance department, the first things to add are usually exhaust pipes, or carb, cam and pipes, to get a few more horsepower out of your putt. But in the looks department, there are giant catalogs filled with gee-gaws to dress up your bike. Everything from skull-shaped points covers to wider swingarm, wheel and tire combinations.

While many riders may not be able to afford a custom motorcycle built by master builders such as Arlen Ness or Paul Yaffe, they can certainly afford a mirror or two. And what part of your scoot reflects on you more than your mirror (sorry again). From tiny round wonders to billet works of art, to mirrors that actually have turn signals built right into them, the aftermarket world has a truly miraculous and amazing mass of moto-mirrors for your perusal these days.

All that said, here is our scry ("gaze," to youse guys) into the looking glass of the latest and greatest mirrors for your motorcycle. Warning!: objects seen here may be smaller than they appear in real life.

—Dave Nichols

AMAZING MIRROR GUIDE

Inferno mirrors from Custom Chrome

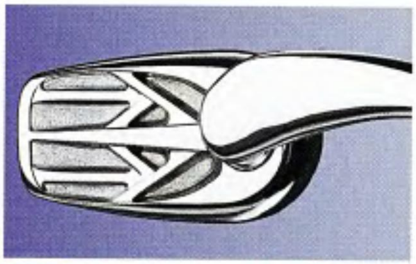
High-quality die-cast aluminum mirrors with flawless chrome plating. They feature a unique, 2-piece stem design with a special head-adjusting pivot for positive mirror adjustment. The Inferno Flame design is available with either a black background or the blaze red-orange color. Fits all models from 1965 to present.

See your Custom Chrome dealer for more information or log to the Custom Chrome Web site www.customchrome.com.

Mirage slotted mirrors from Custom Chrome

These are chrome-plated, die-cast aluminum construction mirrors. They have decorative black painted slots with a 2.8-x-5-inch mirror head. The unique, 2-piece stem design has a special mirror head-to-stem locking device to insure positive adjustment. The mirrors are a directional left- and right-style and available in sets or individually. Fits all models from 1965 to present.

See your Custom Chrome dealer for more information or log to the Custom Chrome Web site www.customchrome.com.



Tribal Iron custom mirrors from Custom Chrome

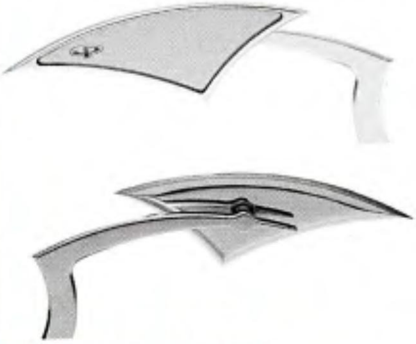
The Art-Deco design will add cool styling to any bike. The mirrors are die-cast and chrome plated. They feature a new stem that is small at the base and wider at the mirror body to allow mounting to almost any handlebar control kit including models from 1996 to present. Fits all models from 1965 to present.

See your Custom Chrome dealer for more information or log to the Custom Chrome Web site www.customchrome.com.

Double Trouble mirror and arm

The latest mirror design from Paul Yaffe Originals is the uniquely styled Double Trouble set. It features a contemporary profile that's mixed with a nostalgic, drilled design to make the mirrors versatile enough to fit almost any custom bike. Machined from 6061-T6 aluminum and chrome plated, Double Trouble mirrors and arms are sold separately and in pairs.

Call Paul Yaffe Originals 602-840-4205 or log on to www.paulyaffeoriginals.com for more info.



New Power mirror and arm

Paul Yaffe has taken his best-selling mirrors and made them even better. He figured out a way to eliminate all exposed hardware and added the PYO logo etched in the corner of each mirror. Yaffe says the Power mirrors are now the cleanest most innovative mirrors on the market. "Their new locking design is so original we even had them patented," says Yaffe. Power mirrors and arms are sold separately and in pairs.

Call Paul Yaffe Originals 602-840-4205 or log on to www.paulyaffeoriginals.com for more info.

Aeromach mirrors come in many flavors

All the custom motorcycle mirrors in Aeromach's Extreme line are carved from T6 extruded aluminum to provide a radical alternative to using more conventional-shaped mirrors. Mirrors are available in many different designs and use their popular, sleek Viper arm, or the newest Wave arm.

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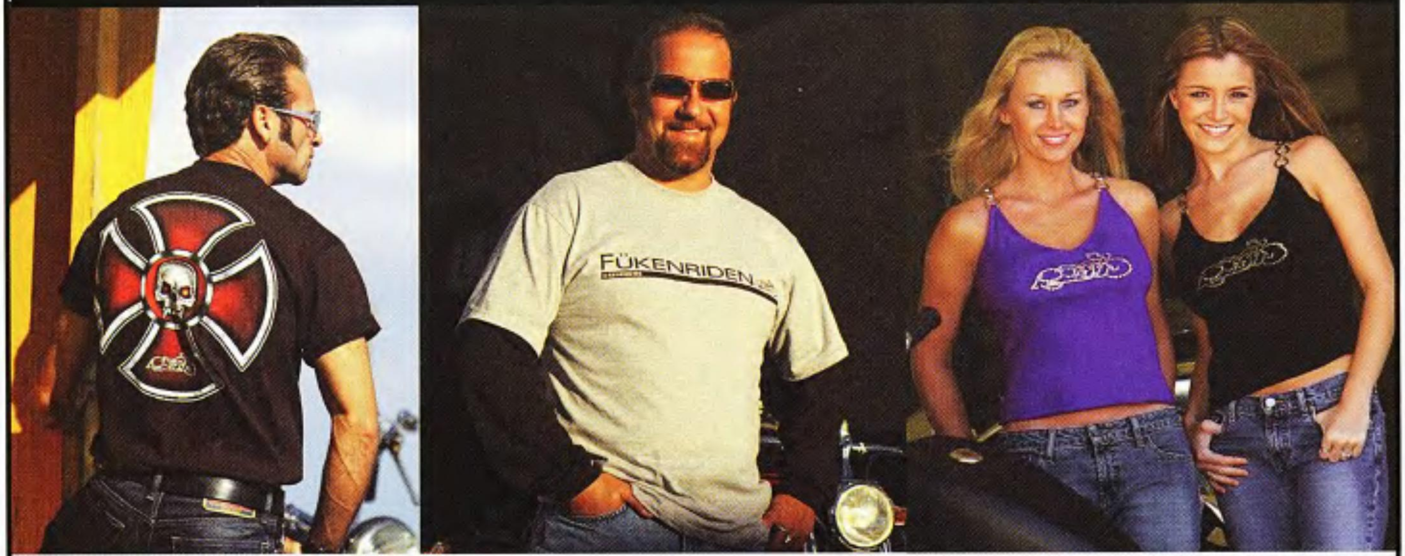

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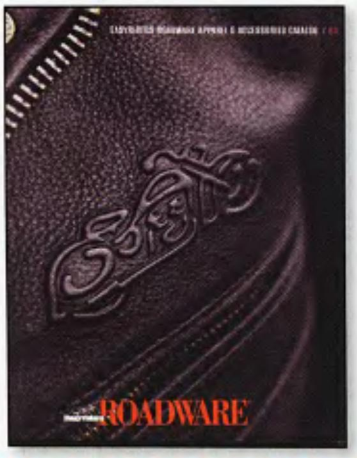

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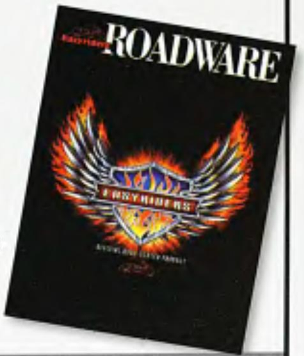

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Aeromach believes that going for the Wave mirror arm is sure to set your ride apart.

As seen on Orange County Choppers' "Fire" bike, the firefighter-design mirror is machined from T6 aluminum and is chrome plated.

Call Aeromach Manufacturing 800-990-9392 or 619-258-5443 for information or you can also check them out on the World Wide Web at www.aeromachmfg.com.

Jammer Spider mirrors are too cool

These cool mirrors are die-cast in the shape of a spider web, and available only from Mr. Lucky's. The 3-D recessed spider web pattern cast into the mirror body gives these mirrors a detailed look. You can choose between brilliant chrome or black satin finishes with flat face glass mirrors. A chromed 5-inch mirror stem and wrench are included with each mirror.

Call Mr. Lucky at 800-597-6467 or log on to www.mrluckystore.com to see what else he has up his sleeve.

Big Bear Choppers' new custom mirrors

The product of Kevin Alsop of Big Bear Choppers' continuing creative imagination, the Spade mirrors are designed to mount on today's hippest motorcycles. Truly one of a kind, these mirrors come in chrome finish and fit all standard controls. Killer!

Call Big Bear Choppers at 909-878-4340 or see their Web site at www.bigbearchoppers.com.

Big Bear Choppers' Venom mirrors feature a sleek design with a good range of sight

BBC says their functionality was hardly compromised with this unique design. Venom mirrors come in a chrome finish and fit all standard hand controls.

You can buy both these mirror styles individually, or as an upgrade for one of BBC's custom motorcycle kits.

Call Big Bear Choppers at 909-878-4340 or see their Web site at www.bigbearchoppers.com.

MID-USA custom mirrors (below)

MID-USA now carries this clean-looking mirror with a 6-inch curved stem. It mounts to the right or left side of your bike. The flat-type, non-tinted mirror gives a true view (objects will not appear closer than they are). The mirrors are die cast for strength and light weight. A small visor is incorporated over the top of the mirror as another styling touch. Each mirror is 4 1/2 inches wide and 2 1/2 inches tall. Mirrors are sold individually.

See your MID-USA dealer, call MID-USA at 314-351-3733 or visit www.mid-usa.com for complete information.

MID-USA chrome plated mirrors (above)

MID-USA also offers chrome plated mirrors with built-in lights and an interesting louvered design. They feature lighted amber lenses on the front and back of the 6-inch-long stems that can be used as turn signals or running lights. The flat-type, non-tinted mirrors provide a true view (objects do not appear closer than they are) and are 5 inches long and 2 inches tall. The wires exit above the mounting hole for clean wiring.

See your MID-USA dealer, call MID-USA at 314-351-3733 or visit www.mid-usa.com for complete information.

Eurocomponents (above)

Eurocomponents' billet aluminum mirrors feature a unique new design. They are 3-D machined out of top-quality billet aluminum and beautifully finished. The smooth and rounded lines are achieved

through a sophisticated manufacturing process. Mirror head and stem are one piece, so the mirror will stay still even submitted to strong vibrations. The mirror glass adjusts by pressing on the glass surface, with an internal system similar to the one used on car mirrors. Adapters for metric cruisers are also available.

These products are available only from Eurocomponents Inc. 386-274-5729. Log on to www.eurocomponentsusa.com for additional information.

Rectangular mirrors with air stem

Drag Specialties' rectangular mirror with air stem features die-cast construction with a chrome finish. The mirror's head measures 4 1/8-x -2 7/8-inch and has a 6-inch stem. Universal 5/16-inch mounting hole and hardware can be used in right or left applications. Mirrors are sold individually through Drag Specialties dealers and retail for $19.95.

For more info, visit the Drag Specialties Web site at www.dragspecialties.com or contact your local Drag Specialties dealer.

Stealth mirror with dual intensity LED (below)

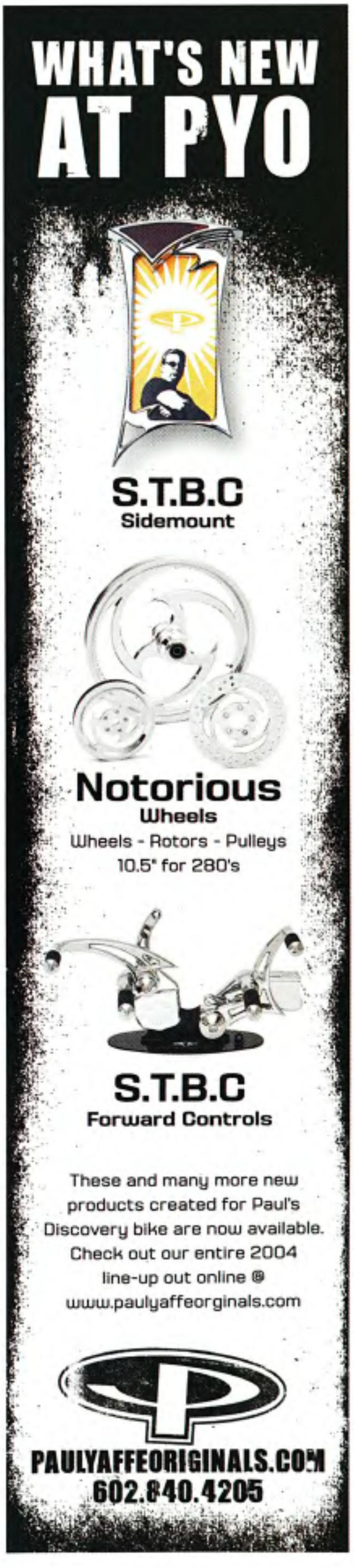
Drag Specialties' new Stealth mirrors with dual-intensity LEDs feature four rows of dual-intensity LEDs that are built into the front of each of these chrome clear-glass mirrors. Low-intensity brightness can be wired for supplementary running lights, high-intensity brightness for supplementary turn signals. Mirror head screws and pivot-ball are stainless steel. LED's wiring is hidden in the mirror head and stem and exits the stem through a hollow bolt for a clean installation. Mirrors measure 5 x 2 1/2 inches with a 6-inch pivot stem and mount on 72-04 H-D clutch or brake lever housings and most custom applications. Mirrors are not DOT approved and retail for $49.95.

For more information, you can click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Slimline mirrors from Drag Specialties

These mirrors feature a chromed billet aluminum housing and come with your choice of standard or twisted stainless steel stem. Readouts are divided between left- and right-side mirrors and are said to be highly visible, even in sunlight. Slimline mirrors feature a self-calibrating speedometer, trip-meter odometer and tachometer. Slim-X mirrors have the same standard features as the Slimline mirror, plus high-beam indicator, neutral light, turn indicator and low oil and low volt indicator. The mirrors work with OEM or aftermarket speed sensors and single-fire or dual-fire ignitions. The ellipse-shaped mirror heads measure 3 x 5 inches. Optional cable drive converter allows the mounting of mirrors on bikes with mechanical speedometers. Retailing between $575.95 and $850.95, the Slimline range of mirrors is made in the U.S. and sold in pairs.

For more info, visit the Drag Specialties Web site at www.dragspecialties.com or contact your local Drag Specialties dealer.



Drag/Hotop oval mirror

Designed by master bike builder Don Hotop, this is a great-looking custom mirror for virtually any left- or right-side application. Machined from billet aluminum and then chrome plated, each mirror is sold individually for $54.95.

For more information, you can click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Maltese mirror from Drag Specialties

This Maltese cross mirror features a chrome die-cast housing that measures 4 x 4 inches. Each mirror stem contains an amber single-function LED (a load equalizer is required for the lights to function as supplemental turn signals). The Maltese mirrors have a universal left or right mounting design, come with all mounting hardware and are sold each for $33.95.

For more information, you can click on www.dragspecialties.com or contact your local Drag Specialties dealer.

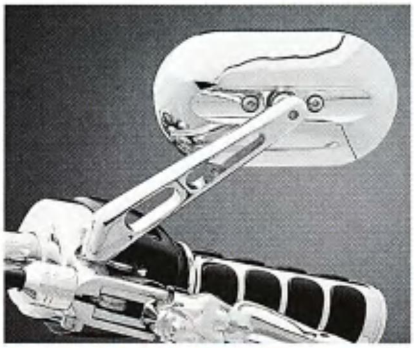
Magnum Plus mirrors by Küryakyn

Magnum Plus mirrors feature a stem that moves the mirror head outward 2 inches farther than the Magnum mirror. In addition to the standard flat glass, which allows a larger image, but a narrower field of view, a convex version is also available.

The advantages of convex, reduced image mirrors are two fold. First, riders have a wider field of view with this style mirror, although the image you see does appear smaller. Secondly, on bikes with rigid-mounted engines, vibration has less of a distorting effect with a convex mirror.

All Magnum Plus mirrors are beautifully chrome-plated. Mirror adapters P/N 1445 or 1446 are required for installation on metric cruisers.

Call Küryakyn at 715-247-2184 for more information or log on to www.kuryakyn.com.



Magnum mirrors by Küryakyn (above)

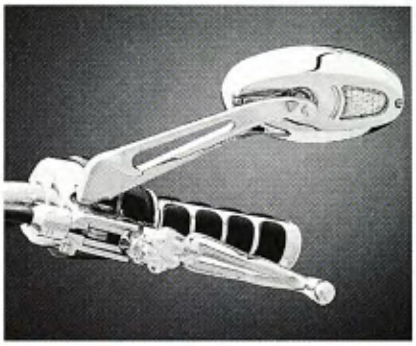
Küryakyn calls this one the Magnum because of its rugged design. Every component has been beefed up so you don't have to worry about it folding over like a candy wrapper in the wind. The Magnum is available in two head sizes: 5-x-2 5/8-inch and 5 1/2-x-3-inch. Magnum mirrors have a beautiful chrome plating and a style all their own.

Mirror adapters P/N 1445 or 1446 are required for installation on metric cruisers. Call Küryakyn at 715-247-2184 for more information or log on to www.kuryakyn.com.

Ellipse mirror by Küryakyn (below)

These state-of-the-art custom mirrors are cut from the same mold as Küryakyn's turn-signal mirrors, but they do not have the running light and turn signal functions. They are available with your choice of flat or convex glass and feature an oversized swivel ball for superior locking ability.

Mirror adapters P/N 1445 or 1446 are required for installation on metric cruisers. Call Küryakyn at 715-247-2184 for more information or log on to www.kuryakyn.com.

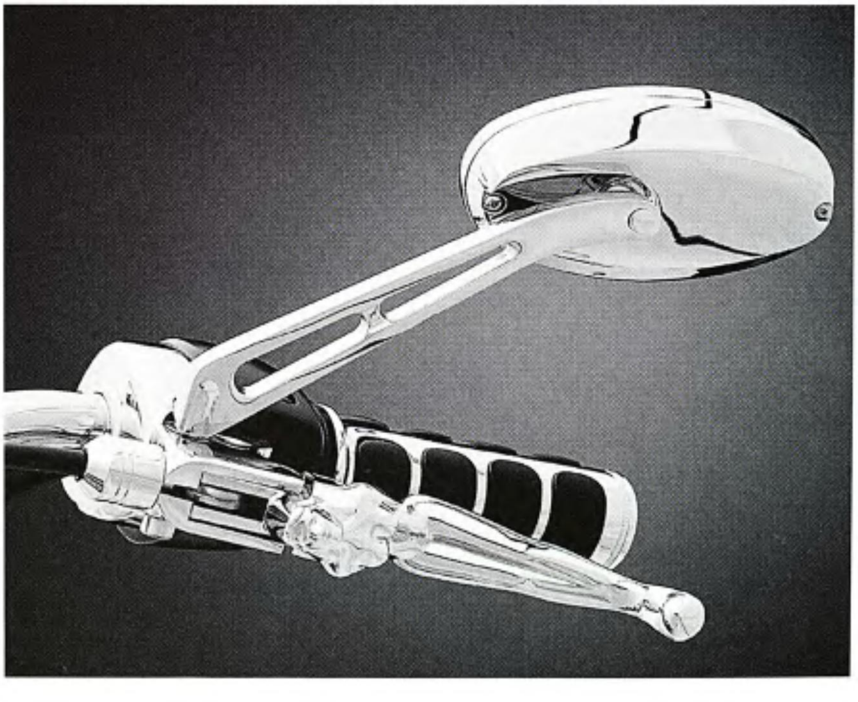


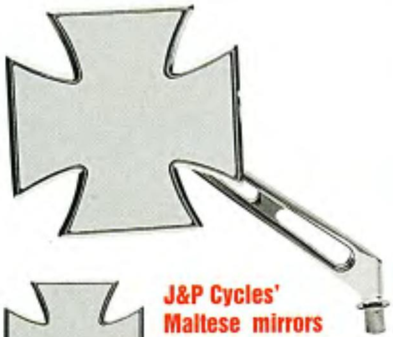
Turn Signal mirrors by Küryakyn (above)

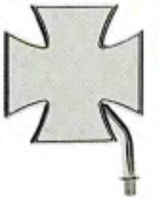
This Küryakyn original looks good coming and going. From the driver's seat, these custom mirrors are functional and great looking. Choose either flat or reduced image convex glass. Flat glass gives a more accurate representation of the distance between you and following vehicles. Convex glass provides a wider field of view and lessens the distorting effect of vibration. A heavy-duty locking mechanism and swivel ball keep these mirrors adjusted where you want them.

Looking at the mirrors from the front, you'll notice a bank of LEDs that work as a running light and a super-bright auxiliary turn signal. Unlike other lighted mirrors, these lights only face forward so glare is not a factor. The life of this light source will be several times that of incandescent bulbs. Mirror adapters P/N 1445 or 1446 are required for installation on metric cruisers.

Call Küryakyn at 715-247-2184 for more information or log on to www.kuryakyn.com.







J&P Cycles' Maltese mirrors

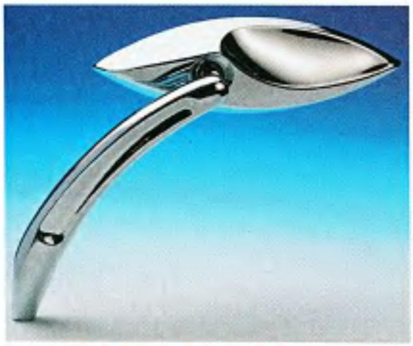
These chrome die-cast mirror heads measure 4 x 4 inches and are available with an Air-Glide or round-stem style. The universal mounting lets you mount these on the right or left.

Check out these and other mirrors and accessories at J&P Cycles www.jpcycles.com or call 888-994-7677 for your free 2004 J&P catalog.

Golf Club mirror from J&P Cycles

This is the perfect accessory for the golfing rider. It's die cast, polished and chrome plated, available left or right and includes hardware. It fits all models 1965-2004. Note: 1996-2004 models require the use of right mirror adapter sold separately.

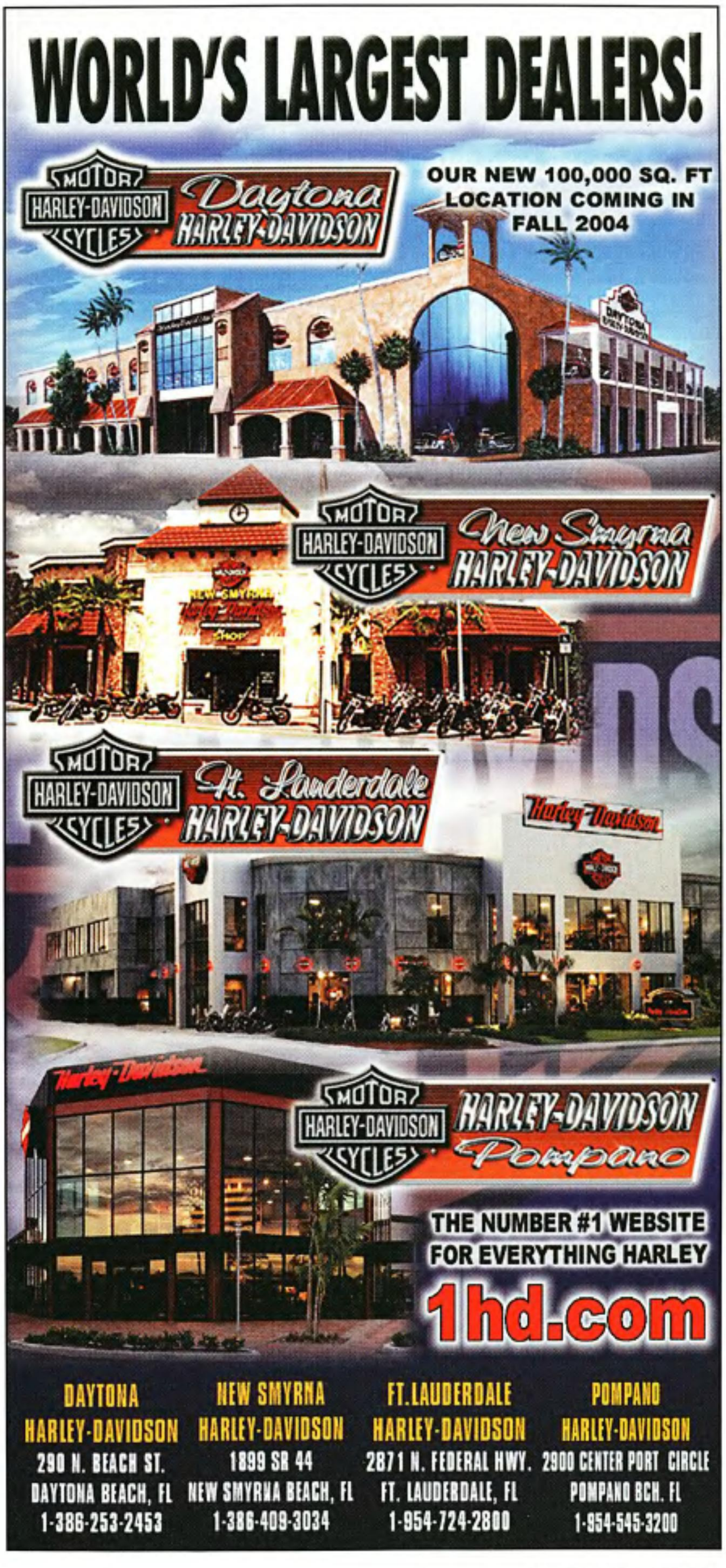
Check out these and other mirrors and accessories at J&P Cycles www.jpcycles.com or call 888-994-7677 for your free 2004 J&P catalog.



Ness 3-D Cateye mirror from J&P Cycles

This magnificent, sculpted cateye-shaped mirror is carefully die-cast and then chrome plated for a brilliant shine. Each mirror is sold individually.

Check out these and other mirrors and accessories at J&P Cycles www.jpcycles.com or call 888-994-7677 for your free 2004 J&P catalog.



National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

HEY, PECKERHEAD! GET ME A GLASS OF MILK IN A CLEAN GLASS!
HONDA

103-INCH TWIN CAM HOP-UP
Make Your Road King Roar!

Last year, Harley-Davidson came out with their awesome 103-cubic-inch CVO (Custom Vehicle Operations) Screamin' Eagle Road King and the bikes flew out the doors of dealers faster than you can say "Holy hog guts, that's plenty fast!" Naturally, there were many riders that wanted to buy the gold and champagne-hued Road King who were turned away from their dealers and out of luck. Each Harley dealer was only allowed a few of the precious putts.

One such sad and downright forlorn rider was Arne Ternsen of Edmonds, Washington. Arne had his heart set on one of the 103-inch beasts and decided not to take "no" for an answer. Now, the fine folks at Harley-Davidson have a cure for folks like Arne. They make everything you need to convert a stock EFI Road King or Electra Glide into a 103-inch howler. You can even add some of the classy parts and accessories that adorned the CVO Road King to give your bike the same look and feel of the Screamin' Eagle King.

To start with, Arne ordered a 100th Anniversary Road King from Russ Tom's Downtown Harley-Davidson/Buell in Seattle. Manager Brian Mitchell was happy to get Arne into a new King and make this 103-inch conversion happen. Your local dealer can do the same.

Once the dresser rolled into the dealership, it was fitted with the Screamin' Eagle 103-cubic-inch Stage 1 kit for EFI models. The Hop-up Kit takes the stock Twin Cam motor from its stock 1,450 cubic inches to a whopping 1,690 cubic inches in nothing flat.

This 50-state street legal kit combines all the proven components of the Screamin' Eagle Road King. It includes the 4 3/8-inch stroker flywheel assembly, 3 7/8-inch big bore cast pistons, big bore cylinders, SE253 camshafts, SE103 cylinder heads, and air cleaner assembly (including a 103-inch cover insert, just so the world will know you're bad!).

The black highlighted SE103 cylinder heads and cast piston combination offers a 9:1 compression ratio for easy starting. You'll also notice Harley's famous "Screamin' Eagle 103" script stamped right on the heads. The kit includes all required gaskets and hardware to complete the installation.

The folks at Harley-Davidson want you to know that the kit is street legal when used with stock pipes. Hmmm. Stock pipes...what's that? Anyway, you can expect a decent jump in torque and horsepower over stock. How much of a jump? A stock Harley Road King makes around 63 horsepower and 84 foot-pounds of torque at the rear wheel. With the 103 kit installed, typical Dyno results hop up to around 83 horses at 92 pounds of torque. Your results may vary.

Best of all, this 103-inch stroker hop-up won't void your warranty when installed by your neighborhood Harley-Davidson dealer. The kit retails for $3,099.95, but you'll need the required ECM calibration, which will run you another $149.95, bringing the package price to $3,249,90. Your dealer's service department will hit you up for around 20 hours of labor to install and then test the motor and system

At the same time that Downtown Harley had the motor apart, Arne had them go ahead and add a little "bling-bling" to his King by way of some choice H-D parts and accessories. By the time the new Road King was ready to rock, Arne had everything he liked about the CVO Road King in a bike that is uniquely his own. And the ride? Arne told us this puppy screams, and judging by the grin plastered on his mug, we believe him.

—Dave Nichols

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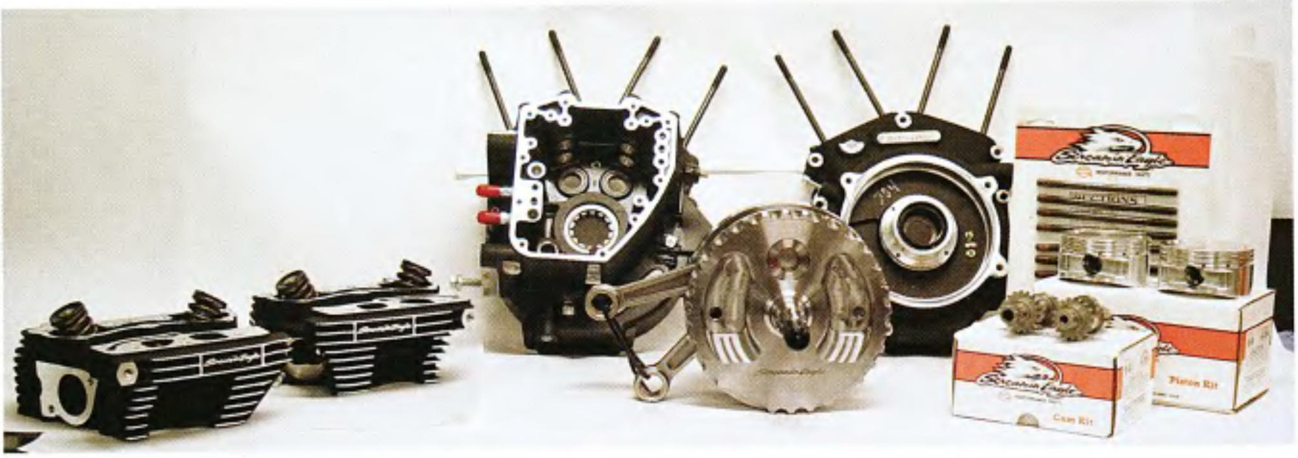

Photos: Arne Ternsen

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ReadersRides

Martin Scovill
East Hampton, Connecticut
2002 Special Const. Softail

"I built this bike in a 12-by-16-foot shed at my house," Marty proudly boasts. "All by myself." It took him seven months, he says, from when he bought all his parts until it was finished. Does this mean it was a simple bolt-on job? Hardly.

"I bought a frame and a motor and started banging on some tin," is how Marty, who owns his own trucking business, M&K Carriers, condenses the process for us. However, it's never as easy as it sounds. Marty fabricated his own rear fender and cut the tail off a Fat Boy fender for the front. He also stretched his tanks and did a myriad of other details.

This is the second bike Marty, a former welder and lifelong motorcycle fan, has built. "It did come out good, huh?" he rhetorically asks. "And it's not slow, neither. I had it dynoed at 116 horses to the rear wheel and 127 foot-pounds of torque."

He knows that's not bad for naturally aspirated 113-inch S&S mill, which is cradled, by the way, in a MID-USA stock frame, stretched and raked, with a 180 tire at the rear. Marty knows what components to use to make it kick butt. "Nothing internal," he assures us. "I got a little horsepower with that Carl's Speed Shop intake and with the Crane Cams HI 4 ignition. It's some of the bolt-on stuff that really helps you out, you know?"

There was some outside help too, though. Marty especially wants to thank his buddies Curtis Strong for helping him with the wiring and Larry Rostosky for laying on some awesome paint.

Now that the world has seen what Marty can do, will there be more to come? "You bet!" he exclaims. "I've ridden this one for a couple of years now, but I have to sell it before I can afford to build another one. I'm a small-time guy, you know? I gotta build 'em and ride 'em and sell 'em."

Would someone please buy Marty's bike so we can see what he might come up with next? *—Tripper*

Photo: owner

John and Kelly Roussin
St. Louis
2001 Big Boyz

Big Boyz Custom Cycles in Fenton, Missouri, has been around for a number of years, during which they've made themselves quite name for their custom bikes, a name that's spread far beyond their St. Louis neighborhood, but is especially appreciated there. You might say their bikes have a certain, "Saint-Louisian" flavor. Like this one here, which D.J. Weil, who owns BBCC together with his lovely wife, Tricia, put together for an old friend of the couple's.

"John's a cop who's been riding for a long time and decided to upgrade from his Road King," Tricia tells us. "We went through every kind of book imaginable with him to build exactly what he was looking for, an old-style chopper with modern technology."

D.J. admits that aside from the rear fender, which he cut, and a few other items, there wasn't a lot of fabbing to do. "It only took us about eight weeks to put it together," he says. But what the bike might be lacking in one-offs, it definitely makes up for in unadulterated chutzpah. Take the '01 Merch 120 Stage I mill, for instance, with its Ross forged 426 hemi pistons, ably abetted by JIMS hydraulic lifters and a Mikuni 45mm carb. That puppy just bursts at the seams, which seems appropriate considering John, an enthusiastic body builder, pretty much does the same. "His name's Sugar Bear," D.J. informs us, "and that's why we called the bike Sugar Bear."

See? It makes sense...like pets resembling their masters.

As a sort of inside joke, John had D.J. install a set of pipes from LA Choppers called "187s," which, D.J. says, "is the L.A. police code for peace disturbance." And, of course, there's always the rather irreverent "M-F'er" Z-bars, also from LA Choppers. And where does Mrs. Sugar Bear ride? "Lick 'em and stick 'em," D.J. laughs, "a suction pad." Hmm, a cop with a great sense of humor....

By the way, D.J. and Tricia don't discriminate: You don't have to be a big boy to ride one of their bikes. If you don't believe me, just check out their Web site, www.bigboyzcustomcycles.com. —*Tripper*

Photos: owner

Walt Patalina
Las Vegas
2003 Bourget Beach Cruiser

Honestly, when you live in the desert, sultan green seems like an appropriate color for just about anything...your coffee cup, your water pipe, and hell, why not your camel? But while Walt may have aspirations, he most likely will never be a sultan, and the desert he lives in is more conducive to motorcycles than ships of the four-legged variety.

Well, uh, anyway, Walt's camel, in case you can't tell, turns out to be a Bourget. Walt says he looked far and wide for a bike builder who could accommodate him, and at the end, Roger Bourget was the only one left standing, so to speak. "Living here in Las Vegas, this is the bike I fell in love with, to be honest with you," Walt says. "With the oil in the frame and the open belt drive, this bike runs nice and cool. And I'm a fender kinda guy, too, to be honest with you. I just love fenders."

Therefore, while Roger worked on the minor details such as tearing down the 113-inch Super Sidewinder and rebuilding it, fabricating parts, and general assembly, Walt occupied himself with what was really important. "Yes," he says with pride audibly oozing from his pores, "I designed the paintjob myself, to be honest with you. I'm a horror man, I love horror movies, but, of course, I didn't actually do the airbrushing myself." That, to be honest with you, was done by a fellow named Rick at Deano's in Phoenix.

Walt says while he wanted to go all out, with the graphics ripping through the sheet metal, he did keep a lid on his fenderized fantasies, because "I have kids, and besides, to be honest with you, I do bike shows and have won my share of trophies, but I didn't want the judges to look at this and go, 'Jesus, where's our rosary beads?', you know?"

Well, yes. I'm already getting the jitters myself, to be honest with you.

—Tripper

Photo: owner

ReadersRides

Mario Rossi
W. Trenton, New Jersey
2002 Hardtail

Sharp of eye and quick of mind, Mario says that after a trip to Daytona, Florida, last year, "I noticed a huge number of high-dollar bikes." True rebel that he is, he immediately began, however, to paddle against the current. "Towards the end of that week, I found myself at a swap meet finding so many good take-off parts—frames, wheels, and so forth, the thought occurred to me how cool it would be to build a low-budget bike with swap-meet parts."

Hitherto unheard of and certainly never seen before, the swap-meet special literally infested Mario's mind, and that very evening, having dinner with friends, he brought the topic up for discussion. Buoyed by the positive feedback (scenes of our forefathers discussing the feasibility of starting a new country somehow come to mind), Mario then staked out his claim with an eye fastened upon the fiscal future. "The one thing would be to use a new, stock factory motor and transmission," he explains, "to build a rider as a selling point."

Back home in Trenton, Mario called a Harley dealer about a new motor-cum-tranny and was offered "a rock-bottom deal, as long as I purchased it by year's end," which, of course, only an idiot would reject. This was followed by a weekend of sitting in a bar, where "I met someone who had a frame and rear wheel for sale, from a project gone bad." Again, only an idiot would ignore such obvious windfalls.

And then, Mario says, "I found myself at a swap meet, where I found controls, oil and gas tanks, ignition module, axle, and more. I began my project on Christmas Eve and finished it three months later."

What we're looking at, therefore, is Mario's swap-meet special, the finished version. He calls it, for reasons unbeknownst to us, his "007," for which, he says, he paid "approximately what it would cost for an entry level Sportster."

What can we learn from this all? For one, if you just sit in a bar long enough, things will start to happen. *—Tripper*

Photos: owner

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BIG DOG'S 2004 CHOPPER

Ten Years Later

In the April issue (No. 370) we featured Big Dog's new rigid chopper the Ridgeback. It wasn't too hard to tell how much we enjoyed that bike, so it shouldn't come as a big surprise that, when offered to take Big Dog's (BDM) Chopper model—their only model not sporting a canine moniker—out for a comparison test, we threw a leash on it and headed for the hills.

The setting for this ride was also in Colorado Springs, Colorado, as we attended the BDM Dealer Incentive Trip. So, while all the BDM dealers were in meetings all morning learning the ins and outs of the BDM game plan for 2004, ace photog Mike Lichter and I took off for our own special type of meeting. This one, instead of being trapped within a conference room, took place through the hills and byways of helmet-free Colorado.

The nice thing about these dealer meetings is that all the BDM staff is in them. This gives guys like us the perfect opportunity to put this bike through its paces, without a corporate guy "leading" you through a predetermined, "safe speed" route. Know what I mean?

Of course the immediate difference you notice is the hidden-shock suspension, when comparing these two bikes. So you have to try and put that distinction out of your mind and concentrate on the ride itself and how this bike handles. That, my friends is a difficult task in itself.

I'd love to tell you that there were tremendous differences between the two models...but I can't. That is not a slam on BDM's Chopper, but more of a compliment to their Ridgeback and the entire BDM design team.

I've said this before, and I'll repeat it for those that didn't catch it the first time: BDM's design team and engineers, truly pay attention to details, as well as the styling and custom trends in this industry. This year alone, BDM has more proprietary components on all their models than ever before.

Now, I already hear ya asking, "So what's a bunch of bolt-on stuff have to do with how the bike handles?" Simple. BDM has taken the time to design parts that fit the motorcycle and the engineers have really put the effort into making sure that all these parts work with each other, giving these bikes some outstanding balance and easy maneuverability. Add to all of that the Baker 6-speed with positive shift mechanism and the improved clutch actuation, and you have yourself one helluva ride.

There are two things I've found out in all my time riding different choppers and they have to do with the hand positioning and its relationship to how you're seated. If you're too far forward, you're practically laying on top of the tank. If you're too far back, you end up sitting straight up and down. The latter now makes the bike more difficult to control because your center of gravity has been displaced, which really screws with your ability to steer the bike.

I stand in at about 6 feet tall and, on this Chopper, I found that I could easily reach both the pegs and the bars and maintain a slight arch in my back to produce and maintain a very comfortable riding position—without having to remove one hand from the bars to sit straight up and "stretch" my back. True, I only was able to add about 500 miles to the Chopper's odometer, but still....

My advice? If you're looking for a great custom chopper, ready to register and insure, that's not gonna take you out behind the bar and rape you in the wallet, get over to BDM's Web site at www.bigdogmotorcycles.com and check 'em out. You can even build your own bike right there, complete with paint, graphics and other proprietary custom components. You can also give 'em a call at 316-267-9121. Tell 'em *Easyriders* sent ya. —*Oil Can*

Owner: ....Could be you
City: ....your hometown

General

Fabrication: ..Big Dog Motorcycles
Year/make: ....2004 BDM
Model: ....Chopper
Assembly: ....BDM
Time:................Less than you think
Chroming: ....BDM

Engine

Year:...2004
Rebuilder: ....BDM
Displacement: ....107 inches
Cam: ....S&S
Carb: ....S&S
Pipes: 2-into-1

Transmission

Year/Make: ....2004 Baker 6-speed

Painting

Molding:..................................BDM
Painter:....................................BDM
Color: ....orange
Type:..PPG

Frame

Year/Make:..................2004 Daytec
Type:..................A-frame swingarm
Rake: ....36 degrees
Stretch: ....7-inch downtube, 3-inch backbone
Shocks:................................hidden

Accessories

Handlebars: ....BDM 1 1/4-inch
Risers: ....BDM
Handlebar controls: ......BDM billet
Fenders:.................................BDM
Headlight: ..chromed and stretched
Taillight: ....BDM
Speedo: ....BDM
Pegs: ....BDM
Foot controls: ....BDM
Gas tank: ....BDM
Oil tank: ....BDM
Seat:.......................................BDM
(seat width is narrower)
Mirrors:......BDM vibration resistant
Grips: ....BDM over-molded

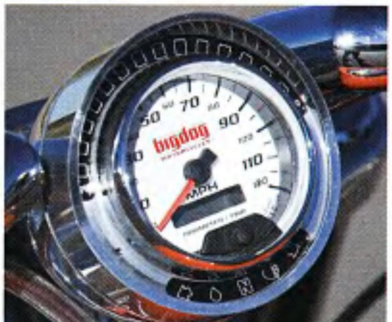
Front end

Type: ....41mm inverted
Builder:...................................BDM

Wheels

Make:......................................BDM
Size:......21-inch front; 18-inch rear
Tires: ....Avon
Brakes: ....Performance Machine 4-piston

Photos: ....Michael Lichter



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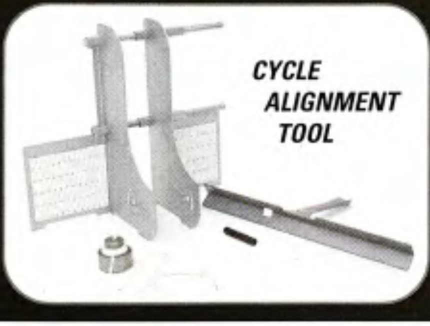

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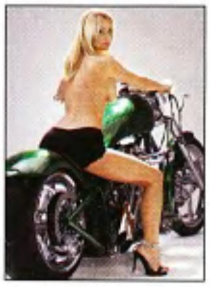

The All-American July issue of *Easyriders* (No. 373) includes the Dave Perewitz Discovery Channel Bike, the latest chops from Soncy Road, Eddie Trotta, Big Bear Choppers, L.A. Choppers plus a road test of Harley's 2003 Custom Vehicle Operations FLT.

Ride with us to the Ironhorse Rodeo for a rip roarin' good time, eat your fill of squiggly things at Washington's 22nd annual Oyster Run, and meet a true Biker Hero that'll make you proud to be an American Biker. This is also our Best Babes Special with the most bodacious babes of 2003 from the pages of *Easyriders*.

We'll give you a great Guide to Lights, and also a new trend that is old school! All this PLUS on the newsstands you'll get a 32-page outsert called "CHOPPER MADNESS!" *On sale June 1st*

The hot to trot June issue of *V-Twin* (No. 38) brings you more coverage of Daytona Bike Week and a far-out Summer Run Guide to the best rallies of the year. Meet master builder Indian Larry, go Behind the Scenes at Saddleman and check out what's new at Baker Drivetrain. We'll also bring you Part Two of our look at the latest Fuel Injection systems to hop up your ride and also bring you more new parts and accessories than ever before. All this PLUS nine amazing custom bikes from chilling choppers to the meanest metrics you've ever seen. On newsstands, you'll also get our 32-page Daytona Scrapbook bringing you the very best from Bike Week as seen through the lens of Michael Lichter. If you were there, you might be in our Daytona Special. It's all in the jazzy June issue of *V-Twin* magazine. *On sale May 11th*

The May *Biker* (No. 219), rips with *two* bikes 'n' chicks on the cover; a 1929 Model D flathead and a long 106-inch shovelhead. Also, a rad knuckle bobber and all our usual crazy shit! *On sale now*

In June 2004's *Wind* (No. 117), we go to H-D's 100th via our readers; see sexy biker tits and Barely Bathing Suits. Woody Hammer nails it with his Nemesis and Victoria, who gets busted. The Easyriders Rodeo and *Ghostrider* poster are in the outsert. *On sale now*

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